OMI

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START

OF

ROLL

ROLL

248

AGENCY NAME: ODot Support Services

SERIES TITLE:

Contracts

FIRST RECORD ON REEL:

Contract # 9755

REDUCTION RATIO: 21X

1984 Dayville-Flat Creek Sec. 9755
John Day Hwy E. of Dayville.
(Grading & paving)

9755

5

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-135	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Grant
MODIFICATION NUMBER 3	1-26 89	Project Number F-88-2(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,528,294.00	$ 1,517,276.00
Federal funds	$ 1,347,191.00	$ 1,337,478.00
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of JAN, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 17, 1989

Federal-aid Project No. F-88-2(11)

Dayville-Flat Creek Section
John Day Highway
Grant County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M.P. 131.91 to 134.33)(M.P. 134.39 to 138.05)

Subtotal as shown on estimate of 12-5-86	$1,528,294.00
Total Construction Decrease Costs	(11,018.00)
Total	$1,517,276.00

Length of Project ---------------- 6.08 mi.
Cost of Roadway Per Mile ---------$249,551.97

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	010	$ 1,517,276.00	$ 1,337,478.00	$ 179,798.00
TOTAL		$ 1,517,276.00	$ 1,337,478.00	$ 179,798.00

Reimbursement 100% = $1,568,000.00 Public Law 97-424, S1.45
Sub. Job 010 = 0%; Sub. Job 011 = 100%
Contract No. 9,755
Prefix: C012-1922 (P.E.)
C09755

DDB:bkw

9755

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER 12-331	
PROJECT REPORT NUMBER	
MODIFICATION NUMBER 2	

US Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12-23-86

State	Oregon
County	Grant
Project Number	F-88-2(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,568,000.00	$ 1,528,294.00
Federal funds	$ 1,382,192.00	$ 1,347,191.00
Other revisions		

This modification is made for the following reasons:

To release 010 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of DEC, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ____________________

Manager, Program Section
(Title)

XRX For: Larry Rulien

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon   December 15, 1986

Federal-Aid Project No. F-88-2(11)

Dayville - Flat Creek
John Day Highway
Grant County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (M.P. 131.91 to M.P. 134.33)(M.P. 134.39 to M.P. 138.05)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 8.00	698	$ 5,584.00	436	$3,488.00
Temporary Striping	0.35	8,100	2,835.00	---	---
24-inch Culvert Pipe	18.00	234	4,212.00	142	2,556.00
24-inch Siphon Pipe	35.00	48	1,680.00	---	---
Concrete Siphon Boxes	2,500.00	2	5,000.00	---	---
Concrete Ditch Lining	30.00	510	15,300.00	---	---
			$34,611.00		$6,044.00

Decrease	$ 28,567.00
Subtotal from Estimate of October 1, 1984	1,393,955.25
Subtotal	$1,365,388.25
Engineering	162,905.75
Total	$1,528,294.00

Length of Project ------------------- 6.08 miles

Cost of Roadway Per Mile ------------ $251,364.15

Federal Funds (88.15%)	$1,347,191.00
State Funds	181,103.00
TOTAL	$1,528,294.00

Reimbursement 100% - $1,568,000.0   Public Law 97-424, S145

Group 1 = 100%
Contract No. 9755
Prefix: 12-1922
Prefix: C09755
Appn Code: 010

RLC:me

9755

DAYVILLE - FLAT CREEK

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER: 10-292

PROJECT REPORT NUMBER:

MODIFICATION NUMBER: 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-1-84

Form Approved; O M B No. 04-R2089

State: OREGON

County: GRANT

Project Number: F-88-2(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,551,497	$ 1,568,000
Federal funds	$ 1,551,497	$ 1,382,192

Other revisions: Appn Code 010

(Note: Additional Federal Funds Collected - $120,523.90)

This modification is made for the following reasons: 1. "The project agreement executed 4-9-84 is modified to decrease Federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145".
2. To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON *OCTOBER 1*, 1984

FEDERAL AID PROJECT NO. F-88-2(11)

Dayville-Flat Creek Section
John Day Highway
Grant County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
Roadway (M.P. 131.91 to M.P. 134.33)(M.P. 134.39 to M.P. 138.05)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Coarse Aggregate Base	$5.00	52,000	$260,000.00	58,300	$291,500.00
3/4"-0 Aggregate Base	7.00	7,620	53,340.00	8,105	56,735.00
Emulsified Asphalt Concrete Mixture, Leveling	8.00	5,125	41,000.00	5,430	43,440.00
SUBTOTALS			$354,340.00		$391,675.00

Increase	$ 37,335.00
Subtotal from Estimate of March 23, 1984	1,356,620.25
Subtotal	$1,393,955.25
Engineering	174,044.75
Total	$1,568,000.00

Length of Project -------------------- 6.08 miles
Cost of Roadway Per Mile ------------ $257,894.74

Federal Funds (88.15%)	$1,382,192.
State Funds	185,808.00
TOTAL	$1,568,000.00

Reimbursement 100% $1,568,000.00 Public Law 97-424, S145

Group 1: 100%
Contract No. 9755
Prefix: 12-1922
Prefix: 12-1060

WH:me

9755

STATE COPY

OMB No. 04-R2089

F

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-73 ~ 76	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-1-84	State: OREGON County: GRANT Project No.: F-88-2(11)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, Dayville - Flat Creek

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-1-84	6.08
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,551,497.00	$ 1,367,642.00 *

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

* See Additional Provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By

Manager, Program Section
(Title)

XX FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator APR 5 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100.0 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145. The additional Federal funds requested total $183,855.00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 88.15 percent."

U S RNMENT PRINTING OFFICE: 1977—724-393 3.1
882-230

AGREEMENT PROVISIONS

Project No
F-88-2(11)

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

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OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 23, 1984

FEDERAL AID PROJECT NO. F-88-2(11)

DAYVILLE-FLAT CREEK SECTION
JOHN DAY HIGHWAY
GRANT COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (M.P. 131.91 to M.P. 134.33)(M.P. 134.39 to M.P. 138.05)

Mobilization		All Required		$ 95,000.00
Temporary Protection and Direction of Traffic		All Required		12,000.00
Temporary Signs	698	Sq. Ft.	8.00	5,584.00
Temporary Barricades	6	Each	60.00	360.00
Flagmen	1,200	Hour	11.00	13,200.00
Pilot Car	800	Hour	33.00	26,400.00
Temporary Striping	8,100	Lin. Ft.	0.35	2,835.00
Clearing and Grubbing		All Required		15,000.00
Removal of Structures and Obstructions		All Required		1,000.00
General Excavation	83,535	Cu. Yd.	2.75	229,721.25
Trench Excavation	168	Cu. Yd.	20.00	3,360.00
Finishing Roadbed and Slopes		All Required		1,000.00
Watering	1,420	M-Gal.	8.00	11,360.00
Coarse Aggregate Base	52,000	Ton	5.00	260,000.00
3/4"-0 Aggregate Base	7,620	Ton	7.00	53,340.00
Emulsified Asphalt Concrete Mixture	18,420	Ton	8.00	147,360.00
Emulsified Asphalt Concrete Mixture in Leveling	5,125	Ton	8.00	41,000.00
Emulsified Asphalt in Mixture	1,410	Ton	160.00	225,600.00
Aggregate in Sand Choke Seal	500	Ton	8.00	4,000.00
1/4"-No. 10 Aggregate in Chip Seal	1,000	Ton	15.00	15,000.00
Emulsified Asphalt in Chip Seal	121	Ton	180.00	21,780.00
Asphalt in Tack Coat	40	Ton	1.00	40.00
Concrete in Box Culvert	4	Cu. Yd.	1,500.00	6,000.00
Reinforcement in Box Culvert	486	Lb.	1.00	486.00
12-inch Culvert Pipe	394	Lin. Ft.	14.00	5,516.00
18-inch Culvert Pipe	96	Lin. Ft.	16.00	1,536.00
24-inch Culvert Pipe	234	Lin. Ft.	18.00	4,212.00
36-inch Culvert Pipe	50	Lin. Ft.	40.00	2,000.00
48-inch Culvert Pipe	18	Lin. Ft.	60.00	1,080.00
24-inch ~~Culvert Pipe~~ Siphon Pipe	48	Lin. Ft.	35.00	1,680.00
18-inch Irrigation Pipe	60	Lin. Ft.	20.00	1,200.00
24-inch Irrigation Pipe	112	Lin. Ft.	25.00	2,800.00
36-inch Irrigation Pipe	44	Lin. Ft.	40.00	1,760.00
Extra for Pipe under Pavement	22	Lin. Ft.	20.00	440.00

Concrete Siphon Boxes	2 Each	2,500.00	5,000.00
Guard Rail, Type 2A	7,175 Lin. Ft.	9.00	64,575.00
Guard Rail, Type 3	100 Lin. Ft.	20.00	2,000.00
Guard Rail Anchors, Type 1	28 Each	265.00	7,420.00
Rail End Pieces, Type C	25 Each	95.00	2,375.00
Extra for Guard Rail Bridge Connections	4 Each	300.00	1,200.00
Type 1 Fence	3,300 Lin. Ft.	2.00	6,600.00
Extra for Asphalt Approaches	75 Each	200.00	15,000.00
Delineators, Type 1	275 Each	20.00	5,500.00
Concrete Ditch Lining	510 Sq. Yd.	30.00	15,300.00
Roadside Seeding and Mulching	14 Acre	525.00	7,350.00
			$1,345,970.25

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 5,650.00
Temporary Erosion Control	All Required	5,000.00
		$ 10,650.00
	SUBTOTAL	$1,356,620.25
	Engineering	169,576.75
	TOTAL	$1,526,197.00

Length of Project --------- 2.42 mi.
Cost of Roadway Per Mile -- $251,019.24

WORK RETAINED IN RESERVE

Slide Correction	All Required	$ 2,500.00
Work by C.P. National (Power)	All Required	20,000.00
	SUBTOTAL	$ 22,500.00
	Engineering	2,800.00
	TOTAL	$ 25,300.00

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$1,526,197.00	$1,345.342.00	$180,855.00
Reserve	25,300.00	22,300.00	3,000.00
TOTAL	$1,551,497.00	$1,367,642.00	$183,855.00

Reimbursement 100% $1,551,497.00 Public Law 97-424, 5145

Group 1: 100%; Group 8: 0.00%
Contract No. 9755
Prefix: 12-1922
Prefix: 12-1060

DAR:RDS:pf

DAYVILLE-FLAT CREEK SECTION
JOHN DAY HIGHWAY

Nonparticipating-State Work

Single Mailbox Supports	10 Each	150.00	$1,500.00

jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 3	COUNTY Grant	DIVISION Oregon
DATE OF REPORT 5/29/87	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-88-2(11)
COMPLETION DATE (Actual) 9/20/84	ACCEPTANCE DATE BY CONRTACT AGENCY 3/27/86	TIME ELAPSED 106 %	CONTRACT TIME 180 Days
LOCATION SEE BELOW			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DAYVILLE - FLAT CREEK SECTION
John Day Highway
Grading & Paving

This project provided for widening and paving of this 6.14 miles of subject highway.

Time overran the specified 180 days by eleven days. Liquidated damages were charged at the specified rate of $300/day.

The mystery of erratic emulsion sample test reports was solved as reported in the project manager's memo dated 11/29/84. Some samples of heating coil transfer oil were inadvertantly taken in lieu of emulsion samples. The State has taken appropriate action to prevent this situation from occurring on future projects.

The final cost of $1,498,266 is three percent under the original authorization.

- TPL -

RECEIVED
STATE HWY ENGR
JUN 8 '87
REFER TO Fredrickson
FOR
Info | Inves | R/D | [illegible] | [illegible] | [illegible] | File

Cy
6/11

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T P Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE	TITLE District Engineer	DATE 6/5/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9155

REPORT OF SETTLEMENT OR DISPOSITION
CASES OTHER THAN CONDEMNATION

L- 8627

R-

Reported to Commission: July 1986

Name of Case: LEVATIN v. STATE

Cause of Action: Breach of Contract County: Grant

Demands of Plaintiff: $12,500.00

Settlement: $9,000.00

REMARKS:

Signature of Attorney

John R. McCulloch

Concurrence of Chief Counsel

cc: John McCulloch
~~[illegible]~~
~~Adele Egan~~
~~Marilyn McHugh~~

9755

June 9, 1986

CON 5 - #9755

Seaboard Surety Company
411 108th Avenue N.E.
Suite 1670
Bellevue, WA 98004

On April 9, 1986, we wrote to you concerning release of final payment on Contract No. 9755 awarded to L. T. Contractors, Inc. for work on the Dayville-Flat Creek Section of the John Day Highway in Grant County.

Final payment on this contract is $19,930.38 and the total contract amount is $1,326,666.55 including $12,707.67 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: L. T. Contractors, Inc.
P.O. Box 11249
Portland, OR 97211

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9755

✓

STATE OF OREGON
CONSTRUCTION 378-6318

INTEROFFICE MEMO

TO: HERB SHAW
PROJECT MANAGER

DATE: MAY 15, 1986

FROM: RON KLEINSCHMIT Ron
CONTRACT CLAIMS COORDINATOR

SUBJECT: DAYVILLE - FLAT CREEK SECTION
CONTRACT # 9755
FAP F-88-2(11)
RE: PROJECT RECORDS AND PENDING LITIGATION

RETURNED ARE THE PROJECT RECORDS YOU PROVIDED TO ME CONNECTED WITH THE CRAWFORD WELL DRILLING COMPLAINT FILED NAMING THE STATE OF OREGON.

THE CRAWFORD COMPLAINT HAS BEEN SETTLED.
THE LEVATIN v STATE OF OREGON HAS BEEN SETTLED.
THE LOGSDON v STATE OF OREGON HAS BEEN SETTLED.

TO THE BEST OF MY KNOWLEDGE, ALL PENDING OR POSSIBLE LITIGATION ON THIS PROJECT HAS BEEN DISPOSED OF AND YOU MAY RECIND OUR LETTER OF JANUARY 31, 1985 RELATING TO RETENTION OF CONTRACT RECORDS AND DISPOSE OF THEM IN ACCORDANCE WITH POLICY.

THANK YOU FOR YOUR PATIENCE AND COOPERATION.

C.C. W. E. SCHWARTZ
E. S. HUNTER
✓ROBERT GORMSEN
D.O. CHRISTIANSEN
TED LITCHFIELD
L. RULIEN
JACK SOLLIS
CAROLINE PHILP - mail ck
KEN KARNOSH
R GEBAUER
B WALTON

W. CLORAN RE: CASE 85-05
M. MERTENS RE: CASE 9429
CASE 38736

Noted [illegible] cancel 5/[illegible]

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9755 3-31-86

RELEASE IN FULL OF ALL CLAIMS AND RIGHTS

FOR AND IN CONSIDERATION of the sum of NINE THOUSAND AND NO/100 DOLLARS, the receipt and sufficiency of which is hereby acknowledged, we, Paul Levatin and Evelyn Levatin, husband and wife, for ourselves and on behalf of our heirs, representatives, successors, and assigns, hereby RELEASE, ACQUIT, AND FOREVER DISCHARGE the State of Oregon and all departments, agencies, bureaus, subdivisions, officers, agents, and employes of the State of Oregon, including but not limited to State of Oregon Department of Transportation, Highway Division, of and from any and all known or unknown or unforeseen actions, causes of actions, causes of suits, claims, demands, liabilities, expenses, injuries, losses, rights of contribution or indemnity, and damages without limitation which now exist or may ever develop which are in any way connected with or based upon an incident which took place in the Spring and early Summer of 1984, and which is more particularly described in the documents filed in Grant County Circuit Court, Case No. 9429, entitled Paul Levatin and Evelyn Levatin, husband and wife, Plaintiffs, v. State of Oregon, Department of Transportation, Highway Division, Defendant.

We also agree to indemnify and hold harmless the settling parties from any liability brought by any other parties in the aforementioned lawsuit, for any claim now pending, or any future claim arising out of the aforementioned incidents, and any dispute arising therefrom for procurement of or existence of any insurance coverage for any claimed injuries or damages arising out of the aforementioned incidents.

We understand and agree that this release extends to and includes any and all of my damages, including property damages, injuries and claims which we do not anticipate or know to exist, and to any and all damages, injuries, or claims which may develop in the future, and we hereby expressly waive and relinquish any and all rights under any law or statute to the contrary.

We agree to pay and satisfy all unsatisfied bills, charges, liens, subrogation rights, and reimbursement rights which are or may be presented or held by other persons or organizations having provided services, insurance benefits, or other value to us or on our behalf as a result of the injuries and damages arising out of the incident described and referred to herein. We further agree to hold harmless from any such claims the parties being released, their agents, representatives, successors, and assigns.

We understand and agree that this is a compromise settlement, and payment is accepted voluntarily as full and final compromise, satisfaction and settlement of disputed claims and rights. We further understand and agree that this settlement is not to be considered as an admission of any liability or fault whatsoever, in whole or in part, for the incident by the parties released, their agents, or representatives. We further understand and agree that the parties who are released by this agreement expressly deny any liability or fault whatsoever, in whole or in part, for the incident described and referred to by this document.

In further consideration of the payment we have received and herein acknowledge, we agree to cause an order of dismissal with prejudice and without costs of the lawsuit to be entered in Case

No. 9429, entitled Paul Levatin and Evelyn Levatin, husband and wife, Plaintiffs, v. State of Oregon, Department of Transportation, Highway Division, Defendant, in the Circuit Court of the State of Oregon for the County of Grant.

This release contains the entire agreement between me and the parties released and their agents and representatives, and it is agreed that the terms of this release are contractual and not merely recitals.

WE UNDERSTAND THAT THIS IS ALL THE MONEY WE WILL RECEIVE AS A RESULT OF THE INCIDENT REFERRED TO HEREIN.

WE HAVE READ THIS RELEASE; WE UNDERSTAND IT; AND WE ARE SIGNING IT VOLUNTARILY.

DATED on 3/21/86.

Paul Levatin
PAUL LEVATIN

Subscribed and sworn to before me ~~this~~ 21 day of MARCH, 1986.

Notary Public for ~~Oregon~~CALIFORNIA
My Commission Expires: 8/9/88

Evelyn Levatin
EVELYN LEVATIN

Subscribed and sworn to before me this 21 day of MARCH, 1986.

Notary Public for Oregon
My commission expires: 8/9/88

APPROVED AS TO FORM:

CLAUD INGRAM
Attorney for Plaintiffs

OFFICIAL
TRACEY LEE
NOTARY PUBLIC - CA
MARIN COUNTY
My Comm. Expires Aug 9,

John R. McCulloch, Jr.
Chief Trial Counsel

April 3, 1986

Mary M. Mertens
Assistant Attorney General

Levatin v. State of Oregon, DOT, Highway Division
Grant County Circuit Court Case No. 9429

CLOSING REPORT

COURT: Grant County Circuit Court Case No. 9429

CLAIM: Plaintiff filed a complaint against the Highway Division for breach of contract arising out of purchase of real property from a landowner by the State. The State agreed to, but did not, replace fences that were removed in the process of widening U.S. Highway 26 by John Day. The result was damage to the property owner's hayfield caused by foraging cattle.

DEFENDANT/CLIENT: ODOT, Highway Division.

DAMAGES: Dr. Levatin's claim was for $12,500 for damage to his hay crop and for additional expenses incurred to feed the cows.

STATUS: After obtaining documentation from plaintiff substantiating his claim, we negotiated a pretrial settlement of $9,000. Settlement was agreed to and a release has been submitted.

CALENDARED EVENTS: None.

MMM/jep

cc: Dave Frohnmayer
William F. Gary
Kendall Barnes
Jack Sollis

9755

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
#9755

TO: Robert Gormsen
Manager, Commission Services

DATE: March 27, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9755, On Site Work Substantially Completed 9-20-84

All Work Completed 3-10-86

Project Dayville-Flat Creek

Highway John Day

County Grant

Type of Work Grading and Paving

Contractor L. T. Contractors, Inc.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-9-86 - Surety letter written.

noted
RW Gormsen

RECEIVED
APR 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

Issued by Clerk, Judge, Justice, Attorney

OREGON [illegible]

1/1/80

In the CIRCUIT Court of the State of Oregon

For the County of GRANT

PAUL LEVATIN and EVELYN LEVATIN,
husband and wife,
Plaintiff

vs.

STATE OF OREGON, DEPARTMENT OF
TRANSPORTATION, HIGHWAY DIVISION,
Defendant

No. 9429

CIVIL SUBPOENA

TO: JOHN P. NORDHEIM, Grant County Extension Agent, Grant County Courthouse,
Canyon City, OR 97820

You hereby are required to appear in the above entitled court at Room No. .... of the county court house of Grant *County in the city of* Canyon City*, Oregon on the* 24th *day of* February*, 19*86*, at* 10:00 *o'clock* AM.*, to testify as a witness in the above entitled cause on behalf of the following named party(ies):* Defendant State of Oregon *and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.*

*You are commanded to bring with you** ....

† *Issued By:*

Dated February _____, *19* 86

MARY M. MERTENS
Assistant Attorney General

* *If applicable, list books, papers, documents or tangible things; if any items are listed, the words DUCES TECUM should be added to the title of the document. i.e. CIVIL SUBPOENA DUCES TECUM.*

† *A subpoena may be issued in blank by the clerk of the court in which the action is pending, or if there is no clerk, then by a judge or justice of such court; or it may be issued by an attorney of record of the party to the action in whose behalf the witness is required to appear. See ORCP Rule 55 C. (1)*

I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

....
IF AN OFFICER, STATE TITLE

Witness fee	$ 5.00
Mileage	
Total	$ 5.00

STATE OF OREGON, County of .... *ss:*

I hereby certify that I served the within subpoena on the .... *day of* ...., *19*......, *on the within named* by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.*

MARY M. MERTENS
Assistant Attorney General
450 Justice Building
Salem, OR 97310
(503) 378-6313

NAME, ADDRESS AND TELEPHONE OF ATTORNEY
FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

2255

1/1/80

In the CIRCUIT Court of the State of Oregon

For the County of GRANT

PAUL LEVATIN and EVELYN LEVATIN, husband and wife,
Plaintiff

vs.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,
Defendant

No. 9429

CIVIL SUBPOENA

TO: LOUIS EUGENE MARKS, P. O. Box 95, Dayville, Oregon 97825

You hereby are required to appear in the above entitled court at Room No. .... of the county court house of Grant *County in the city of* Canyon City*, Oregon on the* 24th *day of* February*, 19*86*, at* 10:00 *o'clock* A*M., to testify as a witness in the above entitled cause on behalf of the following named party(ies):* Defendant State of Oregon *and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.*

*You are commanded to bring with you**

† Issued By:

Dated February *, 19*86

MARY M. MERTENS
Assistant Attorney General

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I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

IF AN OFFICER, STATE TITLE

Witness fee	$ 5.00
Mileage	5.60
Total	$10.60

STATE OF OREGON, County of .... ss:

I hereby certify that I served the within subpoena on the .... day of ...., 19...., on the within named .... by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.

MARY M. MERTENS
Assistant Attorney General
450 Justice Building
Salem, OR 97310
(503) 378-6313

NAME, ADDRESS AND TELEPHONE OF ATTORNEY FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

CIVIL SUBPOENA

1755

FORM No. [illegible]— CIVIL SUBPOENA—Issued by Clerk, Judge/Justice, Attorney. 2-26 OREGON 97204
1/1/80

In the CIRCUIT Court of the State of Oregon

For the County of GRANT

PAUL LEVATIN and EVELYN LEVATIN, husband and wife,
Plaintiff

vs.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,
Defendant

No. 9429

CIVIL SUBPOENA

TO: BRENT ROBERTSON,

You hereby are required to appear in the above entitled court at Room No. .... *of the county court house of* Grant *County in the city of* Canyon City*, Oregon on the* 24th *day of* February*, 19*86*, at* 10:00 *o'clock* A.M.*, to testify as a witness in the above entitled cause on behalf of the following named party(ies):* Defendant State of Oregon *and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.*

*You are commanded to bring with you** ....

† Issued By:

Dated February ____, *19*86

MARY M. MERTENS
Assistant Attorney General

** If applicable, list books, papers, documents or tangible things; if any items are listed, the words DUCES TECUM should be added to the title of the document. i.e. CIVIL SUBPOENA DUCES TECUM.*

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I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

....
IF AN OFFICER, STATE TITLE
....

Witness fee	$ 5.00
Mileage	5.60
Total	$10.60

STATE OF OREGON, County of .... *ss:*

I hereby certify that I served the within subpoena on the .... *day of* ...., *19* ...., *on the within named* .... *by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.*

MARY M. MERTENS
Assistant Attorney General
450 Justice Building
Salem, OR 97310
(503) 378-6313

NAME, ADDRESS AND TELEPHONE OF ATTORNEY FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

CIVIL SUBPOENA

9755 3-4-86 Martens

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF GRANT

PAUL LEVATIN and EVELYN LEVATIN, husband and wife
Plaintiff,

vs.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,
Defendant.

No. 9429

ORDER OF DISMISSAL

Be it remembered that on the last date hereinafter written, the (plaintiff, ~~defendant~~) appeared through attorneys of record, Claud Ingram and ______________ and did advise the Court that the above entitled cause has been fully compromised and settled;

Now, therefore, it is hereby ordered that the above entitled cause be and the same is hereby dismissed effective on the first judicial day following the thirtieth day after the date of this Order.

It is hereby further ordered that this Order shall be automatically rescinded without further order of the Court, in the event that further orders, judgments or decrees of the Court otherwise affecting this case are filed before the effective date of this Order.

Dated this 24th day of February, 1986.

William L. Jackson
CIRCUIT JUDGE
William L. Jackson

7/

Jack Sollis
General Counsel

February 18, 1986

Mary M. Mertens
Assistant Attorney General

Paul and Evelyn Levatin, husband and wife, v. State of
Oregon Department of Transportation, Highway Division
Grant County Circuit Court Case No. 9429

SETTLEMENT

Dear Jack:

This letter confirms our conversation of today's date wherein you authorized me to offer $9,000 to the plaintiffs in full and complete satisfaction of the above-captioned case. Plaintiffs' attorney, Claud Ingram, has indicated that his clients will settle their action against the State for breach of contract for the above sum.

The check should be made payable to Claud Ingram, in trust for Paul Levatin and Evelyn Levatin. In the meantime, I will prepare a Release and a Settlement Stipulation and Order of Dismissal.

Thank you for your courtesies in this matter.

MMM/jep

7735

FORM No. 255—CIVIL SUBPOENA—Issued by Clerk/Judge/Justice/Attorney.
1/1/80

STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OREGON 97204

[illegible]

In the CIRCUIT Court of the State of Oregon

For the County of GRANT

PAUL LEVATIN and EVELYN LEVATIN,
husband and wife,
Plaintiff

vs.

STATE OF OREGON, DEPARTMENT OF
TRANSPORTATION, HIGHWAY DIVISION,
Defendant

No. 9429

CIVIL SUBPOENA

TO: LOUIS EUGENE MARKS, P. O. Box 95, Dayville, Oregon 97825

You hereby are required to appear in the above entitled court at Room No. .... of the county court house of Grant *County in the city of* Canyon City*, Oregon on the* 24th *day of* February*, 19*86*, at* 9:00 *o'clock* A*M., to testify as a witness in the above entitled cause on behalf of the following named party(ies):* Defendant State of Oregon *and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.*

*You are commanded to bring with you** ....

Dated February 14th, *19* 86

† Issued By: Mary M. Mertens
MARY M. MERTENS
Assistant Attorney General

* *If applicable, list books, papers, documents or tangible things; if any items are listed, the words DUCES TECUM should be added to the title of the document, i.e. CIVIL SUBPOENA DUCES TECUM.*

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I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

/s/ Robert R. Hensel
IF AN OFFICER, STATE TITLE

Witness fee	$ 5.00
Mileage	5.60
Total	$10.60

STATE OF OREGON, County of Marion *ss:*

I hereby certify that I served/the within subpoena by mail *on the* 14th *day of* February*, 19*86*, on the within named* LOUIS EUGENE MARKS *by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.*

Robert R Hensel

MARY M. MERTENS
Assistant Attorney General
450 Justice Building
Salem, OR 97310
(503) 378-6313

NAME, ADDRESS AND TELEPHONE OF ATTORNEY FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

CIVIL SUBPOENA

1775

FORM No. 255—CIVIL SUBPOENA—Issued by Clerk/Judge/Justice/Attorney.
1/1/80

STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OREGON 97204

In the CIRCUIT Court of the State of Oregon

For the County of GRANT

PAUL LEVATIN and EVELYN LEVATIN, husband and wife,
Plaintiff

vs.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,
Defendant

No. 9429

CIVIL SUBPOENA

TO: JOHN P. NORDHEIM, Grant County Extension Agent, Grant County Courthouse, Canyon City, OR 97820

You hereby are required to appear in the above entitled court at Room No. .... of the county court house of Grant *County in the city of* Canyon City*, Oregon on the* 24th *day of* February*, 19*86*, at* 9:00 *o'clock* AM*, to testify as a witness in the above entitled cause on behalf of the following named party(ies):* Defendant State of Oregon *and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.*

*You are commanded to bring with you** ....

† Issued By Mary M. Mertens

Dated February 14th*, 19*86

MARY M. MERTENS
Assistant Attorney General

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I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

/s/ Robert R. Hensel
IF AN OFFICER, STATE TITLE

Witness fee	$ 5.00
Mileage	
Total	$ 5.00

STATE OF OREGON, County of Marion *ss:*

I hereby certify that I served ~~*the within subpoena*~~ by mail *on the* 14th *day of* February*, 19*86*, on the within named* John P. Nordheim *by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.*

Robert R Hensel

MARY M. MERTENS
Assistant Attorney General
450 Justice Building
Salem, OR 97310
(503) 378-6313
NAME, ADDRESS AND TELEPHONE OF ATTORNEY FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

CIVIL SUBPOENA

7155

2.14.86

Mary,

I talked w/ Eugene Marko. He says cattle did in fact ruin the first cutting. He said the second and third cutting may have been lower yeild than normal. He went on to say that the field was in its prime as it was seeded two years prior. Levatin should have expected to get a normal harvest on that acreage that year.

Marko saw the Robertson cattle (40 - 50) several mornings on his way to work. he couldn't be more specific as to estimated damage.

He doesn't know what Levatin did w/ his cattle but did say he thought Levatins place bordered BLM Land.

Marko sounds honest + believable. He hasn't been subpoenaed by the plaintiff

Marko advised Robertson moved to Denver Colo. with his father.

Bob

9755

Book No. 4

RESIDENT ENGINEER'S DIARY

PROJECT NAME (SECTION) Dayville – Flat Creek		CONTRACT NO. 9755
HIGHWAY John Day	COUNTY Grant	PREFIX 12-1060
RESIDENT ENGINEER B. N. Hatcher		F.A. PROJECT NO. F-88-2(11)

DATE February 13, 1984	THROUGH	DATE ~~February [illegible]3, 1984~~ November 1, 1984

Incl. Job Showing

OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

734-3120 (Rev. 8-81)

Thursday, July 19, 1984

On project in early A.M. Washington Densometer showed up on project with about half of the necessary parts. Made several urgent calls to Region office to get necessary parts & a few unfriendly calls to office to see what went wrong! Told contractor rep. McAfferty that could only place a protective wedge of $\frac{3''}{4}$-0 against pavement in cutout areas until we get results of correlation tests. By 11:00 A.M., through contractor's watering & compaction efforts, passing tests were taken & continued to improve. Apparently base had dried out during contractor's absence & needed the time to again come to optimum moisture through continued watering to soak completely down in to underlying layers. I felt confident enough to let contractor start hauling $\frac{3''}{4}$-0 before we had results of Washington-Nuke correlation which raised Nuke results by 1.035 %.

* In P.M. met with Levatin ranch mgr. Stewart Shultze, Accompanied by Bob McAfferty of L&T & my Inspector Keith Lane. Mr. Shultze was satisfied with our proposed treatment of fence problems, but still thought that he should be reimbursed for his hay loss. I told him that I still didn't think we were ~~respon~~ wholly responsible for the damage & suggested that he contact cattle's owner that caused damage. He got hostile and demanded reimbursement or said he would drive 200 head of cattle up & down highway to stop or hamper construction. Said he had 2 riders hired to help him with proposed interference with contract work. I told him I would check with our legal section to see if we have any liability and pass determination on to him. He said I better hurry.

9135

[illegible] acre [illegible] = 100% [illegible] =

61 x 600 = 36600 ÷ 2.000 = 108.3 t

average per years '83 ÷ '85 75.5% loss

[illegible] ÷ '84 [illegible] 20 [illegible]

[illegible] 15.5%

65.5% [illegible] 80% $5,240.-

Years 82·83·84

[illegible] 921-

1. ÷ mos. 3.7

John Nordhiem

1: First of all, did you ever go by the area?

2: No. I don't even know where it's at.

1: Ok. It's about 4 miles east of Dayville on the road.

2: East of Dayville. Ok.

1: Which would be this side, right? Your side.

2: My side.

1: And it's apparently 18 acres of alfalfa and 7 acres of native grass, the way he describes it, which is a, somebody described it as a low-lying area with a spring running through it.

2: Ok.

1; The situation was that we left a fence down, supposedly numerous cows got out of one field, of a neighbor's field, by the name of Robertson and by somebody else I think. Went in and trampled his acreage and he claims that that was enough to have ruined his first cutting.

1: Do you know how many cows, Bob?

2: No, I never did, haven't been able to get hold of this guy. It's a guy named Brent Robertson, and I can't find any Brent Robertson anymore. There was a Fred Royce that's down in that area and maybe that's the person. Do you know a Fred Robertson, by chance? I mean a Brent Robertson?

1: No, I can look in the phone book, but you probably have already done that.

2: I've looked through it, but, you know, I may have missed it, too. Anyway, I don't know how many cows.

1: Ok. There's a Fred Royce Robertson and there's also a Brett Robertson.

2: Oh, you have a Brett?

1: Yeah.

2: What's the number?

1: 987-2118

The number in pencil at the bottom of each page indicates where that page ends on the tape. (The tape is not erased.)

Elaine

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2: Oh, you have a Brett?

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2: What's the number?

1: 987-2118

1: 987-2118. Well, mine was an old one, but shoot, I think an old one should have shown it up, too. But anyway, I'll give him a call and find out exactly how many. The question right off the top of my head, maybe I asked you before, is: If there was..., he's claiming a 100-ton loss of hay from trampling and eating. Now if this was good alfalfa, wouldn't you have a problem with the cows eating alfalfa out in the middle of the field?

2: You mean like bloat.

1: Yeah.

2: Possibly, especially if they came off a dry range onto lush alfalfa then bloat would definitely be a problem. If they came off of another irrigated pasture, and they were fed up well before they went on to alfalfa, then maybe not any bloat problems.

1: Would you have expected if these cows did this on several different occasions that you might have one or two of the cows showing up with some bloat problems?

2: I'm not a vet. I ...

1: Well, that's no problem.

2: I've not had any personal experience with that, so I guess I'd be speculating. If they were coming back to that same field daily and, usually, my experience with bloat is if you have problems, you have problems the first day.

1: I see.

2: And then if they're used to it and you didn't have any problems the first day, then you're ok.

1: Ok.

2: So that's maybe something you should maybe ask a vet on that.

1: All right. I'll forge on, then in a different area, now.

2: Are we recording?

1: Yes, it's not going to be made out into a tape. All I'm going to do is take notes from it when we get into the ________________ and things like that. And that's what I want to get into now. See, there was,...not only do we have a trampling problem but we also have a problem with that the fences are going to force him to move 200 head of cattle to another area. I want to just get some basic understanding: 1) of the price of cattle, if you have them.

2: Right.

1: I'll run through these and then we'll go through them. So.
1) The price of feed for 200 head of cattle for 2 months and a rough estimate of pasturage. Now we talked about that a little bit, you know, that that can vary, but what would somebody expect to pay for 2 months for 200 head of cattle. And then ..., well, let's just start off: do you have the figures for the price of cattle in those 3 years?

2: Right. I've got '82, '83, '84 and '85. What year are we talking about?

1: Well. Can you give them to me for the last 3 years -- '83, '84, '85?

2: Ok. Sure. Ok. And you're talking about cow prices.

1: Well, yearlings and Pairs if you have 'em. __________ Any breakdown you've got.

2: There you go. Let me tell you what I've got. Yearling steers. Now this is a, these numbers are from our county gross farm income records for the county so they are county averages and ...

1: For what they're worth.

2: Ok. Yearling steers in '83 at 800 lb at 58 cents. For same year, 1983, cows and, these are 1000-lb cows, they're figured at 48 cents a pound. So that would be like $480 for a cow. And that's probably about what Pairs are running, more or less, 'cause if these are average prices, then some of them are being sold for breeding purposes and some of 'em are being sold for culls and canners.

1: Right.

2: And so, Pairs would fit in there fairly close.

1: Ok.

2: Ok. Now, you wanted hay prices, too, for those years or?

1: Well, just give me the rest of the cattle prices for the other three and then we'll get into ...

2: Ok. '84 yearlings, steers at 775 pounds at 62 cents. Cows at 40 cents.
1985 -- 775 pounds for steers at 54 cents and cows at 34 cents.

1: And, as you say, when you're saying cows, that's generally considered Pairs too at 34 cents.

2: Roughly, yeah.

1: All right.

2: That would be a good base anyhow. Comparison between the years would ceratinly fit for Pairs or whatever.

1: Right, right. Let's go to the feed then. Price of feed for those 3 years, if you have them.

2: Ok. Do you want our, I'll tell you what I've got and then you can write it down if you want. Average production for the county in hay for 1983 was 3.6 tons to the acre. And they figured net farm income at $83.60 a ton.

1: Ok. Now, when you're figuring a ton, does that include transportation costs? You know what I'm saying?

2: Yeah. That's usually at the stack (?).

1: OK.

2: So yeah, transportation would be an extra 10 to 15 to 20, depending on how far you had to haul it.

1: So, if I was harvesting my own hay and was going to sell it, I could sell it for $83 a ton.

2: Right.

1: If I had to buy it, I may have, I buy it at $83 a ton and then I have to pay transportation costs over and above that.

2: Right.

1: All right.

2: Yeah, that's how it works.

1: Ok.

2: Ok. 1984. Production at 3.2 tons to the acre and price at $75.80. And then '85 at 3.1 tons to the acre with $85 per ton.

1: If the production, .. the price and the production don't seem to follow.

2: No, no.

1: Could that be affected by other areas?

2: Sure, oh yeah.

1: Production in other areas down so...

2: Sure.

1: Ok.

2: The valley here isn't a major hay production area. Most of the hay that's fed still has to be shipped in from outside. Burns area, Vale, Ontario country or Hermiston country are the 3, well, we get some from Redmond, I guess, too. Any of the 4 directions.

1: Yeah.

2: The prices usually are set up there, and if you're really looking at the economics of haying in this valley, it's probably not very good because, just because, like Hermiston, you can get more tonnage and more cuttings and water is certainly not any more expensive, so your inputs are a lot less, so you make more money.

1: Sure. Ok. That gives me those 2. How about pasturage. Do you have any estimate for, well, I... Back up a little bit. Ok, we just did the price of feed. What would you estimate, then, for 200 head of cattle for 2 months. You know, if I had had this field which would have had, well, I don't know how many acres, he really had a lot more than that, but, let's say I planned to feed my cattle off my acreage and I had to move 200 head of cattle somewhere, what would be my cost of feeding them?

2: Ok. Let's work it 2 different ways. I just was calculating 200 cows times 2 months times 1000 pounds per cow and eating 4% of their body weight means that they're eating, this is dry matter, in other words, so they need to be eating 16,000 pounds or 8 tons of dry matter, and that would be like, basically, roughly 8 tons of hay.

If you're talking about grass, that's wet, then you have to, it would be about 12 tons, even some more. I'd have to do some more figuring on that. So, that'd be what they'd eat in hay at 4% of their body weight, which is kind of a rough rule.

On the other hand, if you're pasturing on your neighbor's, probably the range there is somewhere around $8 to $15 per AUM.

1: What does AUM stand for?

2: Animal Unit Month. That's one animal unit per month. So, like, we're talking about 400 AUM's for 2 months for 200 cows.

1: Right, right. That makes sense.

2: Ok? Now, if we figure the low end at 8, that's $3200.

1: Ok.

2: And 400 times, say 15, on the high end is $6000. Federal leases, the actual cost of the lease, money up front, is somewhere done around $2 or $2.50, somewhere in there, I don't know the exact number. the reason that's so much lower is because the Feds don't do anything except give you permission to graze their ground, for that $2 or whatever. So you have to do all the fencing, all the salting, the RIDING, and everything and, 'course the difference, then between any of these numbers is how much care...

1: ________________

2: Yeah, who's doing what for the cows.

1: I read somewhere that he had gone up to the BLM and spent like $400 for that 2 months. Does that sound right? I just saw a check...

2: $400 you say?

1: Yeah. $486 for some type of... I was just looking through his tax returns. Does that sound about ..

2: Oh, yeah, 'cause that'd be...you got 400 cows and $486. That's only a dollar and something in AUM.

1: So that's what... all right.

2: So he's way under there.

1: At least for the pasturage part of it.

2: Right. Yeah.

1: And ... well, I won't get into that. Well, all right, I will. Depending on where you're pasturing these cows, that dictates how much other feeding you're going to have to do. Right? If you're out there on a spring-fed meadow somewhere where the cows have a lot of, you know, food to eat naturally, versus up in a dry, barren area, you might have to haul stuff into a dry area. Or am I completely off base there?

2: Possibly. The main things you need to concern yourself where there, Bob, in dry country, the cows will do fine. Ther're not going to gain very much, which throws a whole other problem into it. Salt and water. And, well, salt, I could say minerals, basically. Minerals and water. And you may have to truck water up, I doubt that that's what they had to do. They probably just, the cows just camped around the springs or travelled back and forth to a creek or whatever. So there really, he wouldn't be feeding hay up there, unless it was the middle of winter when there wasn't any...

1: anything at all

2: anything else. If there was enough forage there for them to eat, then he wouldn't need to feed them anything else. If it was just a place to keep the cows until he got this other fence and he may have to haul hay if there wasn't any feed, you know, but I would guess that if he paid rent, that there was some forage there.

1: OK. So if he paid $487 there wasn't going to be possibly another..., maybe there was another $1000 tacked on above that for doing some work for 2 months, you know, the salt, possibly and water and things.

2: Ok. Excuse me, I was doing something else here.

1: Well, what I'm thinking of, if he used the BLM for 2 months for $487 what other costs over on top of that would you think he might have had to pay? He would have had to transport them up there, possibly.

2: Sure, yeah. Transport them up there. Probably a daily trip up there to look at them. Maybe the salt end of it. Like I said, I doubt the water would ...

1: be a problem.

2: Yeah. Most of the guys aren't doing that. They wouldn't use it if there wasn't water available.

1: So, we're looking at maybe another $1000 for 2 months.

2: Gee, I don't know. How far away from the home place was it?

1: Yeah, I would have to get into that, too.

2: And if he had to, if he could trail the cows up the road, that would be cheaper, of course. If he had to have commercial trucks come in, the nearest commercial trucks are Hermiston or Baker.

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1: Well, I think I can work that part out if I need to, because it may have been just right behind his place there.

2: Yeah, maybe. There is some BLM up in there, you know.

1: Yeah, well I wouldn't think that he'd want to, you know, to do all that extra stuff, if he didn't..., if there was something available, I'm sure he took the most convenient and cheapest way to go.

2: I'd think so. Yeah.

1: I wouldn't imagine spending much money for just a 2-month delay especially when they didn't know how much of delay it was going to be.

2: Right. Or whether they would get repaid or anything else.

1: Right, right. So. All right. How about 7 acres of native grass. Would you harvest 7 acres? Would it be worthwhile to bring somebody in to bail it?

2: Oh yeah.

1: Well, they said they put it up loose, is what the claim was.

2: Ok, so they probably cut it and bunched it or bunch-raked it or something like that. Loose, loose, like you say. Yeah, they would and you're asking production on that.

1: Yeah, I suppose.

2: Let me get my book out here. Probably in here, but I don't have it right at the tip of my tongue. Ok, that's about what I was thinking. Tonnage on other hay, which would be grass hay in our gross farm income stats for the county, are running about 2 to 2.1 tons to the acre. And the prices quoted are running somewhere between 55 and 60, roughly a ton for grass hay. So, yeah, you'd get, according to that about 14 ton off of 7 acres and 7 acres would be worth going after. Especially when you've got alfalfa next door, and maybe you could harvest the two of them. You know, you'd have the equipment there at the same time. You wouldn't do it at different times, probably.

1: Right. All right, let's go into an area. I'm not sure. I'm looking at his farm income and expense section of his tax returns. And I'm looking at the '83, he has the '83 and the '84 here. Now, if he reseeded in '83, how much would it cost to reseed 30 acres, I mean 25 acres, in fact, not even 25, 18 acres?

2: Ok. Let me get some, I've got some ASCS estimates and let me get those. I was working on the computer before you called, so I knew where it was at, but it was all out still by the computer. Ok, permanent vegetative cover establishment runs, according to ASCS' summary for '85, I've worked it out per acre, somewhere around $56 to $80 an acre.

1: That would be a total of seeds, fertilizers, those types of things.

2: Yeah, seed bed preparation. The rule of thumb that they mention that they usually think about is $40 per acre for seedbed preparation and seeding. But, then, last year on their cost-share program, they have a, you know, the people have to turn in receipts on what it cost them and, so on. And they say how much they cost-share and how much the rancher's share was. And that's where I'm getting these numbers. So somewhere between 40 and 80, course rocks and lots of other things enter into it. Whether it was in crop before or whether it was in juniper before. Course this was in crop before, right?

1: Yeah, right.

2: Ok. So if you look at kind of a rough estimate, maybe $50 an acre times, what, 18, gives you $900.

1: Well, that's for 17 acre.

2: Oh, I was figuring 18 acres.

1: Well, I meant 18, I was looking at another number here and I said 17. Well, $900 then, for reseeding. So, his tax return says seeds, plants purchased for a year would be 1526 in 1983 and then in '84 he puts 1181. Is there a normal amount of reseeding amount of reseeding you do every year anyway or would you reseed... certainly you wouldn't want to reseed your whole farm in one year.

2: No, no. That's true. Can you read me the description of the Amount again?

1: All right. It says 'Seeds, plants purchased are 1526' and then it says 'fertilizers, limes, and chemicals at 1300' and then in the next, that was 1983. Then in 1984, he purchased $1100 in seeds, but only $400 in fertilizer, and lime and chemicals. My question is: those figures, would they appear to you as if that 1983 was the year that he reseeded. It would be nice to see what he did in '82, but I don't have that.

2: Yeah. Well, possibly, but he's probably got more ground than this 25 acres.

1: Right.

2: And it would be hard to say which year he reseeded the 25 acres based on those numbers.

1: Well, that's true. I've got, you know, ... his statement was that in 1983 was the year that he had a low crop yield there for that field and he said the reason for that wasn't because there was a bad crop year, it was because there was, that he had reseeded. Well, I don't know if he's referring to that 25 acres. I mean he could have had 50 acres on another area that was down and the matter of fact that's what it looks like to me. He's got all his baling charts out here, you know, these different fields that he had baled. Hang on a second and I'll ... According to him, in 1982, his first cutting was 186 bales at 600 pounds a bale, one of those big round things.

2: Oh, ok.

1: And then the second cutting was 113 bales, and then the third cutting was 62. Is that usual to have a decrease like that?

2: Sure. Yeah. The first cutting, it's been growing since last fall and, yeah, it is more usually.

1: Then, in '83 he writes that he had a bad year, 15 to 20 per cent less. He had 161 bales on the same 18 acres, then 81 bales and then 35 bales. Then he goes to 1984, and he starts at the second cutting which was the first of July and says he has 61 bales and then a second cutting was 39 bales. Well, the problem I'm having is, is that in '84 it doesn't look like he had any great decrease in his, well, he claims that's the first second cutting but if..., would you expect the first cutting to be in the first of July?

2: No. Probably not.

1: That would be a second cutting?

2: Yeah. It's hard. Let's see. '84. Trying to remember what the weather was. I really can't do that.

1: If the weather makes that much of a difference, I can go back through the Oregon weather data and figure it out.

2: What if he seeded in the fall of '83? Is that what you're surmising then?

1: Well, I'm not really sure. It would look to me like his July cutting might have been a second cutting. That ... or it might have been his first cutting because he did reseed.

2: Right, right.

1: 61 bales on a first cutting of a reseeded field would be about right.

2: Right, yeah.

1: As opposed to having a first cutting of 161 bales if it had been, you know...

2: Oh sure, yeah.

1: So, those figures to you would look more like what somebody would expect if they fall-seeded in '83. Would get 2 cuttings... You don't even think that..., that may be high?

2: Well, yeah. 2 cuttings is... Mostly they get just one cutting at the end of the season. Well, ok, fall-seeding. They'll get, ok, back-up here, Bob. I talked to a hay agent in Hermiston country and he says that on fall-seeded ground you get about 50-75 per cent of the crop of normal. Now, that would be considerably more weedy and maybe less value, too, than a normal, you know... The first cutting of a new stand usually has more weeds.

1: Right.

2: Depending on what they've done to it to get it into production. So that, yeah, those numbers look about right for a half crop.

1: All right. Now, let's say that he comes in and says that he didn't reseed that. That was the second year. It had been reseeded the year before, all right? Say he comes in and says he reseeded in '82, could he expect to have 3 cutting on there, the first cutting be a 161 bales, the second being 81 and the third being 35. If the previous year, when it was old alfalfa he got a 186, 113 and 62. I mean, what I'm saying is '82 and '83 look to be about 20% less.

2: Yeah.

1: And if he's going to claim that he reseeded in '82, the bale amounts seem extremely high to me. Do you follow?

2: Yeah, yeah. That's about 30% less actually, Bob.

1: 30% is more along the lines of having a bad year or some bad weather as opposed to having reseeded in the fall of '82.

2: Well, it's possible. Like I said, this hay agent said 50-75% and the 75% would hook the 30% decrease all right. It's possible. You know, lots of things are possible.

1: Well, sure. I'm having...

2: __________speculate on that I guess.

1: Well, yeah and it's... I'm going to try to nail it down a little farther, but I'm having real problems seeing a 30% decrease between '82 and '83 and then in '84 he only gets 2 cuttings, one of 61 bales and one of 39. I have a hard time believing that cattle could do that much damage. Well, maybe I should ask you. How many cattle over how long a period of time could ruin 100 tons of acreage or more? or 30 tons, I guess is what he said. No, it's a 100 tons.

2: Yeah. Ok, the cows were in in the spring of '83, is that right?

1: May of '84.

2: Oh, ok.

1: On what I think was newly seeded, but give me a best and worst, I guess.

2: Ok. If they're in on, are you saying 25 acres?

1: 7 acres of native and 18 acres of alfalfa.

2: Ok. They would probably really work on that alfalfa, being more palatable and so on, so they probably spend roughly 80% of their time on that alfalfa. And they were in there for what?

1: Well, let's... I can't imagine they were in there for 2 months. Let's say 1 month and that's probably really exceeding it. I can't imagine that every day this guy wakes up and sees those cows out there. He isn't going to get them out of there. But let's say for the benefit of ... constantly for three weeks.

2: Ok. Well, I get a rough figure of 6% of their body weight which incorporates some trampling and then eating on it, too, and that works out to 12,000 pounds or 6 tons.

1: How many cows is that.

2: That's 200.

1: That's 200 cows.

2: 200 times 1000 times .06. That would be 12,000 pounds. Now, there ... if they bedded down on it, and they stayed there all the time, they could go probably, maybe even almost double that, in trampling loss and so on. Now, something else that I don't know much about is the effect of trampling on the crowns of the alfalfa and whether ... if that was a new stand, the crowns would be more susceptible. But I don't know how you'd figure damage. I don't have any experience with that.

1: So, you, given 200 head on it for 3 weeks, what would you expect, or for a month even, what would you expect?

2: Well, somewhere around 12,000 to 20,0000 pounds of forage loss. Now that's just trampled, reduced production and eating.

1: Ok. Well, I think that's what we have to go on, 'cause I don't think it was a ... What I would imagine is the cows would get out, they'd eat there one time, then they'd be chased back. And maybe this happened on numerous occascions. That's the way he writes it, but it doesn't say that they were there for even for a month. And he's claiming that it cost him 100 tons of hay, of feeding. I think that's ______________.

2: Well, ok, I can see where he's coming up with the numbers. If you figure he lost that first cutting at 161 bales times 600 lbs, that's almost 100,000 lbs.

1: Would you have expected him to lose that first cutting?

2: Let's see. They would have been in there for a month, and cuttings are only about a month apart, Bob.

1: Ok.

2: So, it's possible. They wouldn't eat that much, but, I guess the trampling is more than what I was... I don't know. It's ...

1: I see what you're trying to say. If they started in there in May and they trampled it and he lost his first cutting in June,...

2: Right.

1: Wouldn't you have expected him to have a higher ... well, no, if they ... well, I guess the only way to do it is to find out many cattle were in there, and for what periods of time.

2: Yeah.

1: How long would it take 200 head of cattle to have destroyed that field? Best and worst.

2: Boy, I don't know. I don't have a good handle on that. I could tell you some people that may be try, you know, that would be non-partisan type. And that would be Brian Wolfe in Hermiston

1: I know him.

2: You know Brian?

1: Yeah.

2: Ok.

1: I poured concrete for him.

2: Oh. I see.

1: He doesn't know me. I just ...

2: He and there's other people up there, too that run circles and they cut out pie sections of the circle, irrigation circle and then put cows and yearlings on like __________ and so on. And he'd be able to give you a better idea on the affects of concentrating 200 head on 18 acres and how long it would take the tops down and ... I'm struggling here, Bob. I don't really know that.

1: Well, that's fine. I didn't want you to answer questions you don't feel comfortable with. That wasn't the purpose. But, you get me a way to go from it with any answer you're giving because I still don't feel that, I think, you know, and that's and I'm not basing that on anything other than I'm from an agricultural area myself, because I was from Hermiston. But, I can't imagine that these cows could have done a total damage unless they were on that for a consistent period of time.

2: Right.

1: Maybe I'm wrong, but I've got to find that out. I've got to find out how many cattle and for what period of time. I also think it's probably, 200 head is probably really high for getting out and hauled and getting in there, but I may be wrong. Maybe it's 500.

2: I don't know how the neighbor's cows there are around.

1: Yeah, well. I'll see if I can't find that. Let me see what else I've got.

2: Do you need Brian's phone number, by chance?

1: Well, yeah, if you have it.

2: Ok. I'll look that up. Go ahead.

1: Ok. Is Arley Eisley still in that office?

2: No, no. He's in __________________ County now.

1: Some extension agent was involved in this case and made a statement that 1984 was a bad crop year. The figures you gave me indicated that it was down from previous years.

2: Right.

1: In fact, '82, '83, let's see, '83 was down from '82. Wasn't '82 3.8 or something like that?

2: 3.62

1: And then the next year was down and then... right?

2: Well, '82 and '83 is a county average so 3.6 on both of those. Let's see. Other hay. Let's see. I want to go back another year so I can get back some more. Other hay. Ok. '81, this is for grass hay, at 2 tons, '82 revised at 2.1, '83 was put in at 2 and then revised at 2.1, '84 revised at 2.1 and '85 was put in at 2. So, we're not showing any difference ~~in~~ really there. I may even have been the one who told you that, Bob. I don't remember now.

1: Well, no, I'm not going to ... So, you're,... there wasn't No, no, it wasn't you, as far as that statement. It was somebody back in 1983 or '84 when it happened. Maybe you were here then and told somebody. The fact that you don't even know about the case indicates to me that it wasn't you that made that statement.

2: Right, yeah. But you might check with, if you wanted, if you wanted to check with Arley.

1: Yeah. Well, I may ...

2: Brian's phone number if you want?

1: Go ahead.

2: 567-9215.

1: 9215?

2: Right. And his wife's name is LuAnn, I think.

1: He was from out of Walloma(?) County, as I recall. Where would I find out, or is there somebody who keeps record on how many heads of cattle that Mr. Levatin would have had in like May of 1984?

2: I don't think they count that as personal property.

1: So it's just whatever he...

2: Yeah.

1: Would tell us he had.

2: Well, yeah, you could maybe find out who his buyer was or who his neighbors are and they'd... Neighbors are pretty good about knowing how many cows the neighbors have.

1: Yeah. I'll be calling them shortly.

2: Maybe buyers, but they're harder to find. I wouldn't even know the first person to call, who may have bought them. You could... That would just ... that would be hard to piece together because they'd be buying maybe 2 or 3 batches.

1: Right. Well, I've got his lists here of cows that he sold, but if I don't know how many he had in the first place, it doesn't help me very much.

2: Yeah. Right.

1: It just says what he sold.

2: Well, have you talked to ... doesn't he have some tenants or ...

1: Well, Stuart Schultz was the guy who was running it out there and I haven't gotten permission to talk with him yet, because he's somewhat on their side. Although I don't think, he's not listed in the suit, so technically I think I can talk to him, but I need to get permission from my attorney to do that. And once I talk to him, then I'm going to try to get back to you a little bit. And also, probably call Brian Wolfe, because I'll need to know probably the exact numbers before he can, you know, tell me.
Is there anything that you've heard me say, that 1) we didn't clear up or 2) that you can add that maybe I should, we're going to be talking to Mr. Levatin, the owner, here in the next week or so. Is there any questions that we could ask that would kind of pin things down that maybe I'm not aware of as far as him pasturing these cattle and,... other than like where, but also some insight that you might give me into the reseeding of that land.

2: Well, let's see. I gave you some rough ideas on what it would cost to reseed. And fall seeding, according to the agent from Hermiston, about 50-75% of the normal crop. Spring seeding gets you about 25-33% (he said a third) of a normal crop. And he said maybe you'd get one cutting at the end of the season if it was spring-seeded. If... So, you probably need to tie down when it was seeded, fall or spring, and which year for sure and, you know, get your calendar lined out a little better.

1: All right. It's still looking at his baling that that 30% loss between '82 and '83 I would have projected that if he had reseeded in the fall of '82 that he'd have had a much ... he would not have gotten anywhere close to that amount of ...

2: Yeah. That'd be on the high end. But it's possible. I don't know. I can't remember the weather that good, but it seems to me that we had a nice fall that year. And if he'd o'... if we had a decent spring, I'm speculating, I think we did, then we might have ... he might of got his first crop, his first cutting off early, his second crop off early and his third cutting off early, where he could have got a fairly good regrowth that fall on his stand. And it's possible, it'd be hard to substantiate, though, either way.

1: Yeah, yeah. Well, maybe we can get it in just one statement that he reseeded in the fall of '83. And then, if he did do it in the fall of '83 then this 61 bales on his first cutting and 39 on the second cutting would also be consistent with what someone might expect to get.

2: Well, yeah.

1: If he fall-reseeded. It's just as possible he got that as it is that he got a real good crop ____in____ '83.

2: Right, right.

1: All right. Well, that's what I needed. All right, John, I'll let you go and I'll make some other calls and I'll try to get back to you.

2: I need one more thing from you, Bob.

1: Sure.

2: I need to get Mr. Levatin's name and address, 'cause they, my people in Corvallis wanted me to provide the same basic information to them.

1: Ok.

2: I'm sure there isn't any problem with that.

1: Not as far as I'm concerned.

2: Ok.

1: 'Cause his attorney can talk to you just as easy as I can.

2: Right, right.

1: I know his name is Paul Levatin.

2: Ok.

1: And, let me see if I can find... I hope this is still his same address, 'cause he was doing. (blank) yup.

2: 'Cause that's what you said the bales were. That gets you a 166,000 lbs divided by 18 acres divided by 2000. Oh, he's Ok. I was thinking his tonnage was off per acre. But, that works out for 1983 at 4.6 tons an acre.

1: So he was within ...

2: Yeah, yeah, 'cause I talked to a local person who does custom haying down here and he did some on the Heinz ranch which is upriver from there a little bit. And he was saying 4.5 to 5 ton.

1: Yeah.

2: So,

1: So he was within range there.

2: I was just checking to make sure that, otherwise there may be more hay ground than 18 acres, and that would foul everything up.

1: Yeah.

2: That's what I was trying to figure out.

1: All right, John. I'll let you go and I'll be back in touch, probably in the next few days or so.

2: Ok.

1: I appreciate it.

2: Give me some advance notice if you can, 'cause I'm going to be gone Friday and Thursday afternoon and probably Monday.

1: Ok, I'll let you know.

2: OK?

1: All right. Thank you.

2: Thank you, Bob.

EXTENSION SERVICE
Grant County Office

Oregon State University

Courthouse
P. O. Box 69
Canyon City, Oregon 97820

Phone: (503) 575-1911

February 11, 1986

Paul Levatin case
c/o Claud Ingram
1551 Pearl St.
Eugene, OR 97401

Dear sir,

Enclosed is a brief, and rough, copy of some of the information I discussed with Bob H[illegible]nsell today. This was not an afadavit, just information as you could get over the phone, like Bob did. To be impartial, I was instructed to give you copies of any information given to Bob.

Year	Yearling steers		Cows	Alfalfa Hay		Grass Hay	
	Weight	Price/#	Price/1000#	Tons/ac	price	Tons/ac	Price
1982	750	62 cents	38 cents	3.6	80	2.1	61.70
1983	800	58	48	3.6	83.60	2.1	60.60
1984	775	62	40	3.2	75.80	2.1	55.70
1985	775	54	34	3.1	85.00	2.0	60.00

(Grant County Estimated Gross Farm Income)

Bob and I discussed the production of hay on newly seeded ground. From information from an agent in Hermiston: after fall seeding, expect 50 to 75 percent of normal crop with weed problem; after spring seeding, maybe can get one crop at end of season that would be 25 - 33 percent of normal year's production. Normal hay production in the Dayville area is 4 1/2 to 5 tons per acre per year, according to a local custom hay cutter. I was asked to speculate on damage from 200 cows on 25 acres (7 native grass and 18 alfalfa): on one hand by figuring cows normally eat 4% of their body weight per day they would eat 120 tons in a month, but may damage (plus or minus) double that amount. I suggested that Bob contact Bryan Wolfe in Hermiston for damage to plants themselves, from trampling. Grazing costs would run about 8-15 dollars per AUM as alternative feed.

If you have any questions call at the number listed on the letterhead.

Sincerely,

John P. Nordheim
Grant County Extension Agent

cc: Bob Hensell
JPN:roy

RECEIVED
FEB 14 1986
[illegible] DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9755

BICK & MONTE, P.C.
ATTORNEYS AT LAW
1551 PEARL STREET
EUGENE, OREGON 97401
(503) 484-9444

DONALD A. BICK
DONALD W. MONTE
J. RICHARD URRUTIA

Of Counsel
CLAUD INGRAM

FLORENCE OFFICE:

1647 12TH STREET
P.O. BOX 188
FLORENCE, OREGON 97439
(503) 997-3471

February 5, 1986

Department of Justice
Trial Division
Justice Building
Salem, OR 97310

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Attention: Mary Mertens, Assistant Attorney General

Re: Levatin vs. State Highway

Dear Ms. Mertens:

Enclosed are Dr. Levatin's records of cattle sales for the year 1984.

Very truly yours,

BICK & MONTE, P.C.

Claud In

Claud Ingram

CI/cd

Enclosures

RECEIVED
FEB 10 1986
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

	DATE 1984	FROM WHOM RECEIVED	KIND & QUALITY (1984)	BOUGHT FOR RESALE		LIVESTOCK & PRODUCE RAISED			OTHER INCOME		TOTAL CASH RECEIPTS
				LIVESTOCK	OTHER ITEMS	LIVESTOCK	DAIRY	CROPS & OTHER PRODUCTS			
		CATTLE SALE		Kind		Amount	% shrink	Net Wt	Cwt	Price	
1	2/6/84	Clay Tanker Auction, Redmond		4 yrl strs		2650 lbs	3%	2,571	663 lbs	$0.64	$1645.44
2				25 strs		9040	2%	8859	362 lbs	0.68	6024.12
3				2 bull calves		780	2%	764	390	0.40	305.60
4				16 yrl Hfrs		8000	2%	7840	500	0.52	4078.00
5				44 Hfr Calves		15,840	2%	15,523	360 lbs	0.58	9003.34
6											
7										Total	21,056.50
8										Less Brand Inspect'n	104.65
9											
10											$20,951.85
11											
12	2/10/84	CATTLE SALE									
13		Leland ~~Dean~~ Robison, Dayville		4 Hfr Calves					Partial Payment		$400.00
14											
15	2/13	Brenda Brooks	Rent (Dec-Feb incl.)								300.00
16	3/12	Brenda Brooks	Rent March								100.00
17	3/21	Leland Robison, Dayville	Final payment on 4 Heifer Calves (CATTLE SALE)								446.00
18	3/21	Ferguson, Connie (Wm)	Trailer Space Rental (Hwy Dept)								40.00
19	3/23	Dale Hickman	" " " (Hwy Dept)								40.00
20	4/5	State of Oregon	Motor Vehicles Division						Fuels Tax Refund		142.96
21	4/10	Brenda Brooks	Rent								10[illegible].00
22	4/13	Ferguson, Connie	Trailer Rent								40.00
23	4/30	Dale Hickman	Trailer Rent								40.00
24	5/21	Wm Ferguson	" "								40.00
25	5/17	Brenda Brooks	Rent								100.00
26	5/22	Farmers Ins. Group	Refund on X's Premium of Workmen's Comp.								439.12
27	6/14	Connie Ferguson	Trailer Rent								20.00
28	6/8	Dale Hickman	" "								40.00
29	6/13	Brenda Brooks	June Rent								100.00
30	7/25	Vale Consumers Coop	Patronage Dividend								25.42
31	8/10	Brenda Brooks	July rent								100.00
32	8/25	Dale Hickman	Trailer Rent								20.00
33	9/13	Brenda Brooks	Sept Rent								100.00

Ideal

CASH RECEIPTS
FARM AND RANCH

FORM 31R

	1		2	3	4	5	6	7	8	9	10	11	
	DATE 19 84	FROM WHOM RECEIVED	KIND & QUALITY (1984)	BOUGHT FOR RESALE LIVESTOCK Kind	BOUGHT FOR RESALE OTHER ITEMS	LIVESTOCK & PRODUCE RAISED LIVESTOCK Gross Wt.	LIVESTOCK & PRODUCE RAISED DAIRY 2% Shrink	LIVESTOCK & PRODUCE RAISED CROPS & OTHER PRODUCTS Act. Wt.	OTHER INCOME	OTHER INCOME Price	OTHER INCOME	TOTAL CASH RECEIPTS	
1	9/26	Loren Snyder	International Pick up									2000 00	1
2	10/11	Brenda Brooks	Rent - Oct									100 00	2
3	10/17	Commodity Credit Corp (USDA)						shrub control or seeding				3,793 00	3
4	11/11	Brenda Brooks	Rent - Nov.								Rent - Nov	125 00	4
5	11/26	" "	Back Rent								Back Rent	25 00	5
6	12/7/84	CATTLE	SALE							$66.50 per hundwt			6
7		JENKINS, MT. VERNON		49 bull calves		18,010 lbs	0	367.5 lbs		$11,976.65			7
8				1 bull		1460 lbs	0	1460		$35 per 100 wt =		11,976 65	8
9										$518		518	9
10										Total		12,494 65	10
11							– Brand Inspection ($1.05 per head)					52 50	11
12												12,442 15	12
13	12/11/84	Brenda Brooks	Rent										13
14													14
15													15
16			CATTLE CENSUS			JAN 3 1985							16
17			200 beef cows										17
18			75 heifer calves (weaned)										18
19			7 steer calves (weaned)										19
20			9 bulls										20
21		Total	281 cattle										21
22			6 horses										22
23													23
24	3/8/85	CATTLE SALE	TO CATTLE BUYER	JENKINS, MT. VERNON									24
25													25
26			(next page)										26
27													27
28													28
29													29
30													30

RECEIVED
FEB 10 1986
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9755

FORM No. 255—CIVIL SUBPOENA—Issued by Clerk/Judge/Justice/Attorney.

STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OREGON 97204

1/1/80

2-4-86

In the CIRCUIT Court of the State of Oregon

For the County of GRANT

PAUL LEVATIN and EVELYN LEVATIN, husband and wife,
Plaintiff

vs.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,
Defendant

No. 9429

CIVIL SUBPOENA

TO: JOHN P. NORDHEIM, Grant County Extension Agent, Grant County Courthouse, Canyon City, OR

You hereby are required to appear at your office, Grant County Courthouse ~~in the above entitled court at Room No. ---------- of the county court house~~ of Grant County in the city of Canyon City, Oregon on the 31st day of January, 1986 at 4:00 o'clock P.M., to testify as a witness in the above entitled cause by telephone (575-1911) ~~on behalf of the following named party(ies):~~ State of Oregon and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.

You are commanded to bring with you*

†Issued By:

Dated January 30, 1986

MARY M. MERTENS
Assistant Attorney General

* If applicable, list books, papers, documents or tangible things; if any items are listed, the words DUCES TECUM should be added to the title of the document. i.e. CIVIL SUBPOENA DUCES TECUM.

† A subpoena may be issued in blank by the clerk of the court in which the action is pending, or if there is no clerk, then by a judge or justice of such court; or it may be issued by an attorney of record of the party to the action in whose behalf the witness is required to appear. See ORCP Rule 55 C. (1)

I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

IF AN OFFICER, STATE TITLE

Witness fee . . . $ 5.00

Mileage . . . .

Total . . . . . $ 5.00

STATE OF OREGON, County of GRANT ss:

I hereby certify that I served the within subpoena on the 4th day of February, 1986 on the within named JOHN P. NORDHEIM by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.

MARY M. MERTENS
Assistant Attorney General
450 Justice Building
Salem, OR 97310
(503) 378-6313

NAME, ADDRESS AND TELEPHONE OF ATTORNEY FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

NOTE: I will place the call to you at your office, 575-1911.

CIVIL SUBPOENA

GRANT CO SHERIFF'S DEPARTMENT - SERV RECORD

NO. R101/86 **DATE RECEIVED:** 02-03-86 **COURT:** CIRCUIT **COUNTY:** GRANT **STATE:** OR

LOCAL ATTORNEY: **FEE $** N/A **PAID BY:**

PAUL LEVATIN & EVELYN LEVATIN,
Husband and Wife
VS
STATE OF OREGON, DEPT. OF TRANSPORTATION,
HIGHWAY DIVISION

SERVE THE FOLLOWING: CIVIL SUBPOENA

SERVICE MADE TO: JOHN P. NORDHEIM **DATE** 4 Feb 86 **TIME** 1220 **MILES** 0 **DEPUTY** 401

GRANT COUNTY EXT. AGENT
COURTHOUSE
CANYON CITY, OR

EXTRA TRIPS

WITNESS FEE: $5.00

X John P. Nordheim

SUBSTITUTE SERVICE TO: **RELATIONSHIP:**

ADDRESS IF OTHER THAN ABOVE:

NOT FOUND:

DATE: **DEPUTY:** **SOURCE OF INFORMATION:**

#1

#2

#3

NOTES ON SERVICE:

RETURN FILED WITH CLERK OF COURT ON: **BY:**

RETURN MAILED TO ATTORNEY ON: 4/Feb/86 **BY:**

EXEMPTIONS MAILED TO DEFENDANT: **BY:**

NO. R101/86 **LOGGED:** 02-04-86 4 Feb **BY:** 432

9755

FORM No. [illegible] Judge/Justice/Attorney
1/1/80

In the CIRCUIT Court of the State of Oregon

For the County of GRANT

PAUL LEVATIN and EVELYN LEVATIN, husband and wife, Plaintiff	No. 9429
vs.	
STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Defendant	**CIVIL SUBPOENA**

TO: JOHN P. NORDHEIM, Grant County Extension Agent, Grant County Courthouse, Canyon City, OR

You hereby are required to appear at your office, Grant County Courthouse ~~*in the above entitled court at Room No.*~~ ~~*of the county court house*~~ *of* Grant *County in the city of* Canyon City *, Oregon on the* 31st *day of* January *19*86 *at* 4:00 *o'clock* P.*M., to testify as a witness in the above entitled cause/on behalf of the following named party(ies):* by telephone (575-1911) State of Oregon *and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.*

*You are commanded to bring with you**

†*Issued By:*

Dated January 30 *, 19*86

MARY M. MERTENS
Assistant Attorney General

** If applicable, list books, papers, documents or tangible things; if any items are listed, the words DUCES TECUM should be added to the title of the document. i.e. CIVIL SUBPOENA DUCES TECUM.*

† A subpoena may be issued in blank by the clerk of the court in which the action is pending, or if there is no clerk, then by a judge or justice of such court; or it may be issued by an attorney of record of the party to the action in whose behalf the witness is required to appear. See ORCP Rule 55 C. (1)

I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

IF AN OFFICER, STATE TITLE

Witness fee	$ 5.00
Mileage	
Total	$ 5.00

STATE OF OREGON, County of ss:

I hereby certify that I served the within subpoena on the day of , 19 , on the within named

by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.

MARY M. MERTENS
Assistant Attorney General
450 Justice Building
Salem, OR 97310
(503) 378-6313

NAME, ADDRESS AND TELEPHONE OF ATTORNEY FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

NOTE: I will place the call to you at your office, 575-1911.

CIVIL SUBPOENA

9155

CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF GRANT

PAUL LEVATIN and EVELYN
LEVATIN, husband and wife

Plaintiff

vs.

STATE OF OREGON, DEPARTMENT
OF TRANSPORTATION, HIGHWAY
DIVISION

Defendant

9429
Case Number

ORDER SETTING TRIAL

TO ATTORNEY: Claud Ingram
For the Plaintiff

TO ATTORNEY: Mary M. Mertens
For the Defendant

The trial of the above case has been scheduled to commence in Canyon city, Grant County, Oregon on February 24, 1986 at 9:00 a.m.

One day (s) have been set aside for the trial of this matter.
If you estimate more or less time will be required for the trial, please advise immediately.

This case has been set as a: X Prime.
_____ First Alternate.
_____ Second Alternate.

PRE-TRIAL CONFERENCE IS SCHEDULED FOR January ~~22~~ 21, 1986 at 1:15 p.m. Parties must appear in person.

This case has been scheduled to be tried:

_____ by the Court.
X by a six person jury.
_____ by a twelve person jury.

If you wish to waive a jury trial, please advise in writing no later than one week before trial.

Dated: October 31, 1985.

WILLIAM L. JACKSON, *Circuit Judge*

RECEIVED
[illegible]
[illegible] DIVISION, DEP'T OF JUSTICE
SALEM, OREGON

9755

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF GRANT

PAUL LEVATIN and EVELYN LEVATIN, husband and wife,
Plaintiff

vs.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIV.
Defendant.

Case No. 9429

NOTICE OF TRIAL SETTING

TO: MARY M. MERTENS, 450 Justice Building, Salem, Oregon 97310

DATE: SEPTEMBER 20, 1985.

From the court records, it appears that the above case may be set for trial between March 1, 1986 and March 30, 1986 If there are dates during this time on which you have conflicts or on which key witnesses are unavailable, indicate in the space provided.

MARCH 3-4 (unavailable)

NOTE: Failure to respond within 2 weeks from the date of this notice will signify acceptance of any trial date within the time period indicated.

Indicate the amount of time you anticipate it will take to try this case.

LENGTH OF TRIAL 1 day – 1½

Indicate whether the case is to be tried to the court or to a jury. If jury, indicate if you are willing to waive a jury trial or have the case tried to a six-person jury.

COURT TRIAL ______

JURY TRIAL X

JURY WAIVED ______

6 person X **12 person** ______

Please date, sign, and return this form to:

William L. Jackson
Circuit Judge
Grant County Courthouse
P.O. Box 159
Canyon City, Oregon 97820

Returned this 23 day of September, 1985.

Attorney for Defendant

Signature

Please retain PINK copy for your files.

RECEIVED
SEP 2
[illegible] DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9755 8-23-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF GRANT

PAUL LEVATIN and EVELYN
LEVATIN, husband and wife,

Plaintiffs,

v.

STATE OF OREGON, DEPARTMENT
OF TRANSPORTATION, HIGHWAY
DIVISION,

Defendant.

No. 9429

ORDER

This matter came on for hearing by telephone conference on Thursday, August 22, at 1:15 p.m. on the motion of the defendant for an order compelling production of documents as described in defendant's Request for Production dated June 5, 1985. Mary M. Mertens, Assistant Attorney General, appeared for the defendant-moving party; Claud Ingram, attorney at law, appeared on behalf of plaintiffs. The Honorable Thomas M. Mosgrove, Circuit Court Judge, having heard the arguments of parties and being fully advised in the premises, now, therefore,

IT IS HEREBY ORDERED that defendant's Motion to Compel Production of Documents is granted and plaintiffs have thirty days within which to comply with the Request.

DATED this 3 day of Sept, 1985.

Thomas M. Mosgrove
Circuit Judge

CERTIFICATE OF SERVICE

I hereby certify that on the 23rd day of August, 1985, I served a true copy of the within form of Order which is well founded in law upon plaintiffs' attorney by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Claud Ingram
Bick & Monte, P.C.
Attorneys at Law
1551 Pearl Street
Eugene, Oregon 97401

Mary M. Mertens   OSB # 82088
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

☐ Tax Court
☐ Supreme Court
☑ Circuit Court
☐ District Court
☐ U.S. District Court

S2
Re: Levatin
v. State
Case No. 9429
Our File No.
Order
(Title of Document)

☑ Signed Sept. 3 1985
☐ Filed Sept 10 1985
By Judge Thomas M. Mosgrove

Darlene Lemon
(Clerk's Sig.)

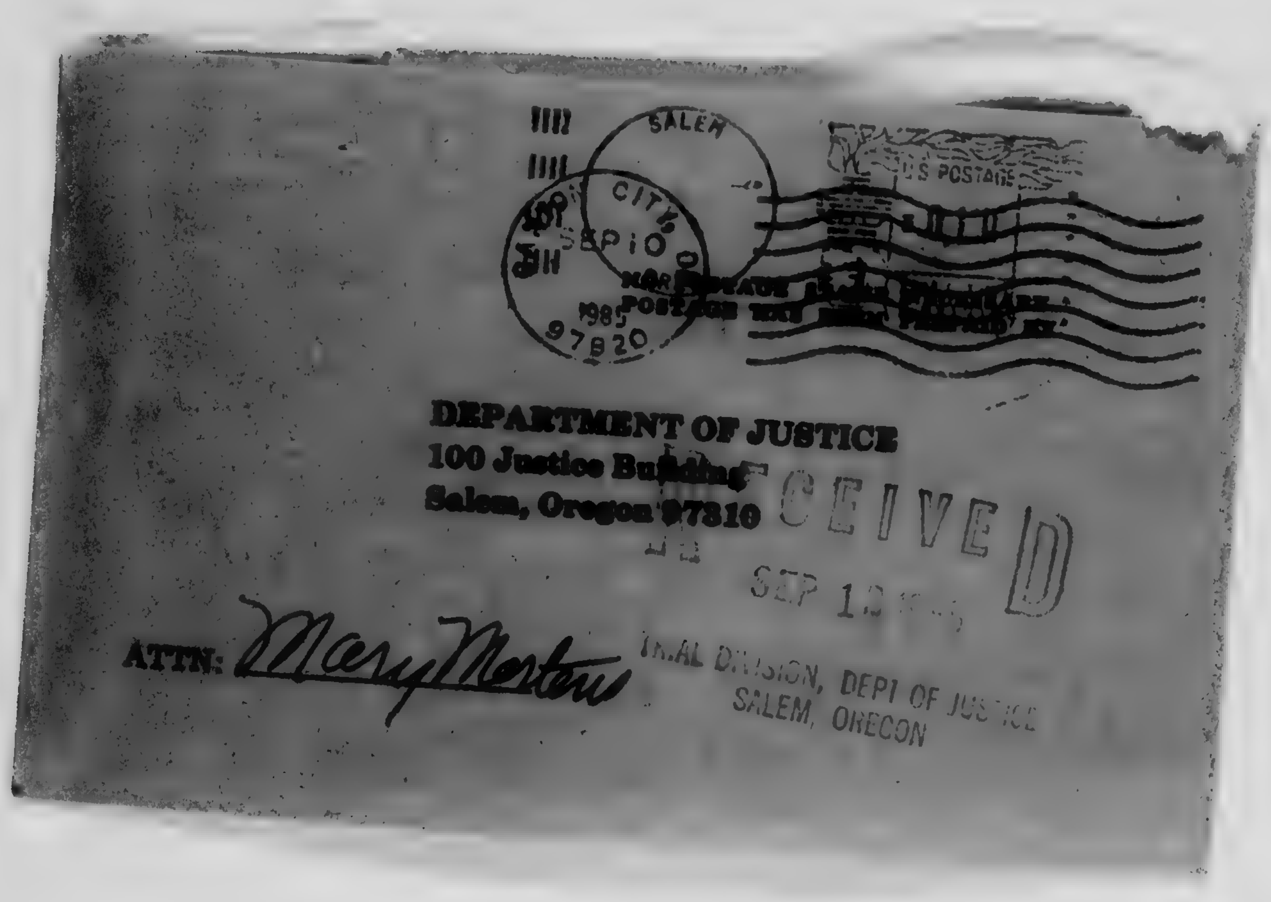
CERTIFICATE OF SERVICE

I hereby certify that on the 23rd day of August, 1985, I served a true copy of the within form of Order which is well founded in law upon plaintiffs' attorney by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Claud Ingram
Bick & Monte, P.C.
Attorneys at Law
1551 Pearl Street
Eugene, Oregon 97401

Mary M. Mertens   OSB # 82088
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep



SALEM
SEP 10
1985
97820
US POSTAGE

DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

CEIVED
SEP 1

ATTN: Mary Mertens

TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9755 [illegible]

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF GRANT

PAUL LEVATIN and EVELYN LEVATIN, husband and wife, Plaintiffs, v. STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Defendant.	No. 9429 MOTION TO COMPEL PRODUCTION OF DOCUMENTS

Pursuant to ORCP 46A(2), defendant State of Oregon moves the court for an order compelling plaintiffs to produce by inspection and copying all those documents requested from them in defendant's Request for Production dated June 5, 1985. Plaintiffs have neither produced any of the documents requested of them within the time set forth in the Request, or at any time thereafter, not objected thereto.

The Request for Production is for routine materials regarding clearly discoverable matter. Under the circumstances, plaintiffs' refusal to comply with the Request for Production ought to result in an order of the court requiring plaintiffs to pay defendant State of Oregon's attorney fees in filing this

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Motion and obtaining a court order compelling the plaintiffs to provide the documents requested. ORCP 46A(4).

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ Mary M. Mertens

MARY M. MERTENS OSB# 82088
Assistant Attorney General
Of Attorneys for State of Oregon
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

☐ Tax Court
☐ Supreme Court
☑ Circuit Court
☐ District Court
☐ U.S. District Court

Re: [illegible]
v. State of Oregon
Case No. 9439
Our File No.
Motion to Compel Production
(Title of Document)

☐ Signed ______, 19__
☒ Filed August 8, 1985
By Judge

Darlene [illegible]
(Clerk's Sig.)

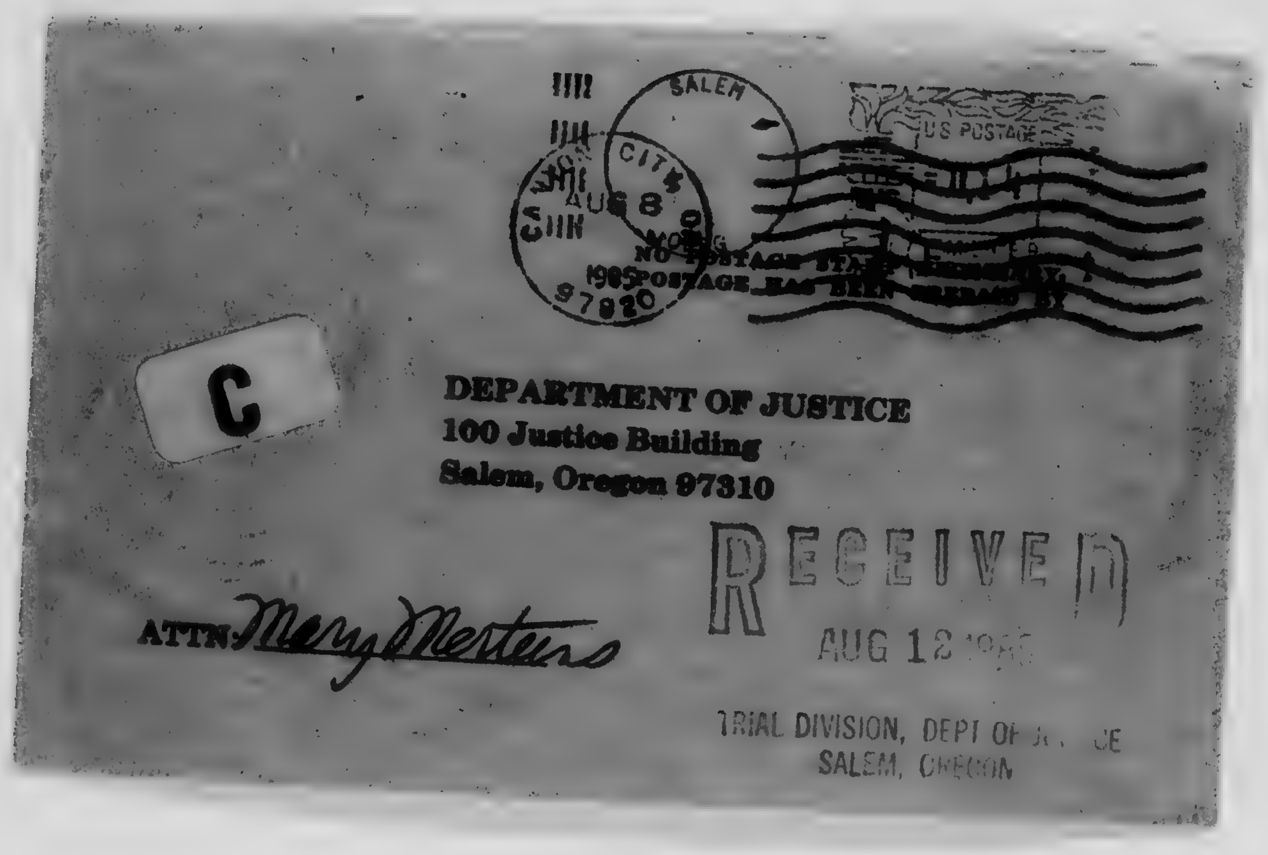
Motion and obtaining a court order compelling the plaintiffs to provide the documents requested. ORCP 46A(4).

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ Mary M. Mertens

MARY M. MERTENS OSB# 82088
Assistant Attorney General
Of Attorneys for State of Oregon
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313



SALEM
CANYON CITY ORE
AUG 8
1985
97820
US POSTAGE
NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PREPAID BY

C

DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

RECEIVED
AUG 12 1985
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

ATTN: Mary Mertens

CERTIFICATE OF SERVICE

I hereby certify that on the 5th day of August, 1985, I served a true copy of the within Motion to Compel Production of Documents which is well founded in law upon plaintiffs' attorney by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Claud Ingram
Bick & Monte, P.C.
Attorneys at Law
1551 Pearl Street
Eugene, Oregon 97401

/s/ Mary M. Mertens

Mary M. Mertens OSB # 82088
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

9755

N

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

RECEIVED
STATE HWY ENGR
AUG - 2 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

July 31, 1985

Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Crawford Well Drilling v. Kleuver, et al
Deschutes County Circuit Court Case No. 38736

Dear Mr. Miller:

This is to inform you that the above-entitled matter has been filed in Deschutes County Circuit Court. Named defendants include Oregon Department of Transportation, by and through Highway Division, Oregon Traffic Division, as well as Gary Kleuver, United Grocers, Inc., and LT Contractors, Inc. This matter concerns a traffic accident on the John Day Highway near Dayville, in which plaintiff alleges he was forced by a passing truck off the roadway onto a soft shoulder, causing property damage to his rig in the sum of $42,900.

I have assigned this case to Trial Attorney Mary M. Mertens, who will keep you apprised of significant developments in the case. Defense of this matter was tendered to LT Contractors, Inc., the private contractor under Contract 9755, so we expect it will carry the ball.

Sincerely,

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/jep

✓cc: H. Scott Coulter

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

RECEIVED
STATE HWY ENGR
AUG - 2 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

July 30, 1985

Martin Hansen
Johnson, Marceau, et al
Attorneys at Law
835 N.W. Bond Street
Bend, Oregon 97701

Re: Crawford Well Drilling v. Kluever, et al
Deschutes County Circuit Court Case No. 38736

Dear Martin:

This confirms our telephone conversation of today's date wherein I notified you of my representation of the State defendants in the above-captioned matter. We also discussed the fact that defense of the matter was tendered in September, 1984 to your client, L. T. Contractors, Inc., for handling. You advised me that you were aware of our tender; that you would take the matter up with your client; and that you would respond in short order.

I have also included, pursuant to your request, the original pictures taken on the date of the accident showing that portion of the highway where plaintiff's rig left the road and overturned. I await your response on the question of tender. To that end, I have obtained an extension from the plaintiff within which to file a responsive pleading.

Thank you for your courtesies in this matter.

Very truly yours,

/s/ Mary M. Mertens

Mary M. Mertens
Assistant Attorney General

MMM/jep

Enclosures

cc: Fred Miller
✓H. S. Coulter
Risk Management

9755 7-26-85 M

Assigned to
Hensel 8-1-85
RC

DEPARTMENT OF JUSTICE
TRIAL DIVISION

INVESTIGATIVE REQUEST

To: Investigator Supervisor

From: M3

Case/File No.: Levatin vs State #734 990 L 8627

Date: 7/30/85

Date Needed: 8/15/85

Brief Description of Case and
Investigation/Action Requested:

See Attached Memo to Ron Kleinschmidt. Ron has been "up to his arse" in Hoffman — so nothing has been done w/ this. I filed a request 4 production + will follow up w/ a Motion to Compel. But my need now is for case-building human evidence (witnesses!). I have file + will relinquish control when you assign it. Thanks

THIS DOCUMENT IS THE PROPERTY OF THE OREGON DEPARTMENT OF JUSTICE AND SHALL NOT BE DISTRIBUTED TO OTHER PERSONS OR

Ron Kleinschmit
Highway Division

May 20, 1985

Mary M. Mertens
Assistant Attorney General

Levatin v. State, DOT, Highway Division

The following people were involved with the Dayville-Flat Creek project in Grant County, and are knowledgeable about Dr. Levatin's claim. Listing of State witnesses:

Barry Hatcher, Project Manager (Ontario, Oregon)
R. D. Hector, Region Engineer
Keith Lane, Inspector ④

Other witnesses or participants in this case include:

The county extension agent who reported a poor hay crop in 1984; ①

Eugene Marks, plaintiff's neighbor who baled his hay; ②

Mr. Robertson, who owns the cattle that ate plaintiff's crops;

Stewart Schuldt, plaintiff's ranch manager; ③

And of course, plaintiff.

In my conversation with Keith Lane on March 29, he had the following to say about the situation: "It was one of them bad deals. Pay him." Based on the investigation of Risk Management, we had offered to settle this case for $7,240. If all of our facts are accurate, plaintiff may have suffered actual losses of $9,240. Plaintiff's attorney rejected our offer and suggested that his client may be willing to settle for $10,500.

In disputing the basis for our settlement offer, plaintiff's attorney noted first that the pasturage fee was for two months, not one as we had allotted, which accounts for the additional $2,000. This is an accurate assessment of the fee, if plaintiff had 200 head.

7753

In the CIRCUIT Court of the State of Oregon

for the County of DESCHUTES

A TRUE COPY

John F. Kilcullen

FLINN, BROWN & ROSETA

CRAWFORD WELL DRILLING,
an Oregon corporation

Plaintiff

vs.

GARY JEROME KLUEVER, UNITED GROCERS, INC., an Oregon corporation, LT CONTRACTORS, INC., an Oregon corporation, THE STATE OF OREGON by and through the DEPARTMENT OF TRANSPORTATION, THE HIGHWAY DIVISION OF THE DEPARTMENT OF TRANSPORTATION, and the OREGON TRAFFIC COMMISSION, Oregon public bodies

Defendant

No. 38736

SUMMONS

To The Director of the Oregon Department of Transportation
FRED D. MILLER
135 Transportation Building
Salem, OR 97310
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

John F. Kilcullen
SIGNATURE OF OREGON RESIDENT ATTORNEY

John F. Kilcullen
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Lane } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

/S/ JOHN F. KILCULLEN
ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

John F. Kilcullen
ATTORNEY(S) FOR PLAINTIFF(S)

Post office address at which papers in the above entitled action may be served by mail.

John F. Kilcullen
FLINN, BROWN & ROSETA
Attorneys at Law
44 West Broadway, Suite 502
Eugene, OR 97401 686-1883
NAME, POST OFFICE ADDRESS AND TELEPHONE NUMBER

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR DESCHUTES COUNTY

CRAWFORD WELL DRILLING, INC.,
an Oregon corporation,

Plaintiff,

-v-

GARY JEROME KLUEVER, UNITED GROCERS, INC., an Oregon corporation, LT CONTRACTORS, INC., an Oregon corporation, THE STATE OF OREGON by and through the DEPARTMENT OF TRANSPORTATION, THE HIGHWAY DIVISION OF THE DEPARTMENT OF TRANSPORTATION, and the OREGON TRAFFIC COMMISSION, Oregon Public Bodies,

Defendants.

A TRUE COPY
FLINN, BROWN & ROSETA

Case No. 38736

COMPLAINT
(Action for Property Damage)

Plaintiff alleges:

1.

At all times material herein, plaintiff was an Oregon corporation, and was engaged in the well drilling business.

2.

At all times material herein, defendant Kluever was an employee and agent of defendant United Grocers, Inc., and was acting during the course and within the scope of his employment. Defendant United Grocers, Inc. was an Oregon corporation engaged in the food distribution business.

3.

At all times material herein, defendant LT Contractors, Inc., was an Oregon corporation engaged in the construction business.

4.

At all times material herein, defendants State of Oregon by and through the Department of Transportation, the Highway Division of the Department of Transportation, and the Oregon Traffic Commission (hereinafter state defendants) were public bodies within the meaning of the Oregon Tort Claims Act, and were responsible for the construction, reconstruction, improvement, maintenance, and repair of state highways, the preparation of surveys, plans, specifications, and estimates therefore, and the letting of contracts to accomplish these responsibilities.

5.

At all times material herein, plaintiff was the owner of a 1965 Mack truck equipped with a Cyclone 43R well drilling rig, and defendant Kluever was operating a 1984 Peterbilt tractor and trailer owned by defendant United Grocers, Inc.

6.

At all times material herein, U.S. Highway 126 was a two lane public roadway running in a generally east-west direction and provided for two-way travel. Prior to June 4, 1984, the state defendants entered into an agreement with defendant LT Contractors, Inc. to perform certain work on U.S. Highway 126 near Dayville, Grant County, Oregon under Oregon State Highway Contract No. 9755. As part of this agreement, the roadway shoulder of U.S. Highway 126 at or near milepost 132.3 was altered in a manner which left an abrupt edge or drop off, a ridge, and a soft, dirt shoulder.

7.

On or about June 4, 1984, plaintiff's truck was being operated westbound on U.S. Highway 126 by Larry K. Crawford at or near milepost 132.3. At this time and place defendant Kluever attempted to pass plaintiff's truck and in doing so forced it off the roadway, causing the right wheels to drop off the pavement and onto the soft shoulder, and the truck to flip onto its side.

8.

At the time and place of the collision described herein, defendant Kluever was careless and negligent in the operation of his truck in one or more of the following particulars:

(1) In failing to maintain a proper lookout.

(2) In failing to maintain proper control of his truck.

(3) In operating his truck at a speed greater than reasonable and prudent under the circumstances.

(4) In passing plaintiff's truck when it was unsafe to do so.

(5) In returning to the right side of the roadway before he was safely past plaintiff's vehicle.

9.

At the time and place of the collision described herein defendant LT Contractors, Inc. was careless and negligent in one or more of the following particulars:

(1) In creating and permitting to remain, an abrupt edge or drop off at the edge of the paved portion of the roadway when it knew or should have known that this would create a hazard to persons and vehicles using the highway.

(2) In creating and permitting to remain soft shoulders

incapable of supporting the weight of vehicles when it knew or should have known that this would create a hazard to persons and vehicles using the highway.

(3) In failing to warn of the abrupt edge or drop off.

(4) In failing to warn of the soft shoulder.

(5) In failing to prohibit vehicles from passing in an area where an abrupt edge or drop off existed at the edge of the roadway, and when the shoulder was too soft to support vehicles.

(6) In failing to post the highway for a reduced speed in an area where an abrupt edge or drop off existed at the edge of the roadway, and where the shoulder was too soft to support vehicles.

10.

State defendants were under a duty to construct and maintain U.S. Highway 126 in a reasonably safe condition for the use of the public and are liable for physical harm to persons using the highway while it is held open for travel, caused by the negligence of defendant LT Contractors, Inc., as though the state defendants had performed the work themselves. Plaintiff's truck was damaged while U.S. Highway 126 was held open for travel.

11.

At the time and place of the collision described herein, state defendants were careless and negligent in one or more of the following particulars:

(1) In failing to post the highway for a reduced speed, or requiring defendant LT Contractors to post the highway for a reduced speed when it knew or should have known that an abrupt edge

or drop off at the edge of the roadway existed or it would be created, and where a shoulder too soft to support vehicles existed or would be created.

(2) In failing to prohibit vehicles from passing, or requiring defendant LT Contractors to prohibit vehicles from passing when it knew or should have known that an abrupt edge or drop off at the edge of the roadway existed or would be created, and where a shoulder too soft to support vehicles existed or would be created.

(3) In failing to warn, or require defendant LT Contractors, Inc., to warn of the abrupt edge or drop off and of the soft shoulders.

(4) In permitting defendant LT Contractors, Inc. to create an abrupt edge or drop off, and soft shoulders when they knew or should have known that such condition was likely to create an unreasonable risk of harm to persons using the highway.

12.

One or more of the above-described acts on the part of the defendants was the sole and direct cause of the collision described herein. As a result thereof, the fair market value of plaintiff's truck was diminished in the sum of $10,000 and plaintiff was required to incur reasonable and necessary towing expenses in the sum of $782.50. As a further result thereof, the fair market value of plaintiff's truck mounted Cyclone 43R well drilling rig was diminished in the sum of $32,117.50.

13.

State defendants were given notice of this claim in a manner prescribed by ORS 30.275 within 180 days after the loss described herein.

WHEREFORE, plaintiff prays for judgment against defendants, and each of them, in the sum of $42,900.00 together with its costs and disbursements incurred herein.

FLINN, BROWN & ROSETA
Attorneys for Plaintiff

/S/ JOHN F. KILCULLEN
John F. Kilcullen
OSB #83259

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR DESCHUTES COUNTY

CRAWFORD WELL DRILLING, INC., an Oregon corporation,

Plaintiff,

-v-

GARY JEROME KLUEVER, UNITED GROCERS, INC., an Oregon corporation, LT CONTRACTORS, INC., an Oregon corporation, THE STATE OF OREGON by and through the DEPARTMENT OF TRANSPORTATION, THE HIGHWAY DIVISION OF THE DEPARTMENT OF TRANSPORTATION, and the OREGON TRAFFIC COMMISSION, Oregon Public Bodies,

Defendants.

A TRUE COPY

FLINN, BROWN & ROSETA

Case No. 38736

AFFIDAVIT OF MAILING

STATE OF OREGON)
) ss.
County of Lane)

I, John F. Kilcullen, depose and say:

I am one of the attorneys for the plaintiff in the above-entitled case and do hereby certify that on the 22nd day of July, 1985, I deposited in the postoffice at Eugene, Oregon, a sealed envelope which contained a true copy of the summons and complaint and notice of substitute service in the above-entitled matter, addressed to Fred D. Miller, Director of the Oregon Department of Transportation, 135 Transportation Building, Salem, Oregon, 97310, the postage on which was duly paid.

DATED at Eugene, Oregon this 22nd day of July, 1985.

FLINN, BROWN & ROSETA
Attorneys for Plaintiff

/S/ JOHN F. KILCULLEN

John F. Kilcullen
OSB #83259

Subscribed and sworn to before me this 22nd day of July, 1985.

/s/ DARCI R. HAMPLE

Notary Public for Oregon
My Commission Expires: 4/7/89

ic

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-88-2(11)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10101

2A. COUNTY NAME
Grant

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
March 23, 1984

8. FEDERAL ROUTE NUMBER
Primary 88

9. STATE ROUTE NUMBER
Primary 5

10. GENERAL LOCATION:
Dayville - Flat Creek Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment - Correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 6-20-85 and based on documentation submitted the method of payment for the relocation of C-P National's aerial powerline is changed to "lump sum".

RECEIVED
STATE HWY ENGR
JUL 16 '85
REFER TO
Potter
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

Orig to
7/16

14. DATE
7/15/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. H[illegible]

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1755

2:00p
7-8-85

orig to Sollis
for approp. act.
cy Coulter
7-8-85
Jm

In the CIRCUIT Court of the State of Oregon

for the County of DESCHUTES

CRAWFORD WELL DRILLING,
an Oregon corporation

Plaintiff

vs.

GARY JEROME KLUEVER, UNITED GROCERS, INC., an Oregon corporation, LT CONTRACTORS, INC., an Oregon corporation, THE STATE OF OREGON by and through the DEPARTMENT OF TRANSPORTATION, THE HIGHWAY DIVISION OF THE DEPARTMENT OF TRANSPORTATION, and the OREGON TRAFFIC COMMISSION, Oregon public bodies

Defendant

No. 38736

SUMMONS

To The Director of the Oregon Department of Transportation
FRED D. MILLER
135 Transportation Building
Salem, OR 97310
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/S/ JOHN F. KILCULLEN
SIGNATURE OF OREGON RESIDENT ATTORNEY

John F. Kilcullen
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Lane } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

John F. Kilcullen
ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

/S/ JOHN F. KILCULLEN
ATTORNEY(S) FOR PLAINTIFF(S)

Post office address at which papers in the above entitled action may be served by mail.

John F. Kilcullen
FLINN, BROWN & ROSETA
Attorneys at Law
44 West Broadway, Suite 502
Eugene, OR 97401 686-1883
NAME, POST OFFICE ADDRESS AND TELEPHONE NUMBER

FRED MILLER

PAGE 1—SUMMONS

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR DESCHUTES COUNTY

CRAWFORD WELL DRILLING, INC.,
an Oregon corporation,

Plaintiff,

-v-

GARY JEROME KLUEVER, UNITED GROCERS, INC., an Oregon corporation, LT CONTRACTORS, INC., an Oregon corporation, THE STATE OF OREGON by and through the DEPARTMENT OF TRANSPORTATION, THE HIGHWAY DIVISION OF THE DEPARTMENT OF TRANSPORTATION, and the OREGON TRAFFIC COMMISSION, Oregon Public Bodies,

Defendants.

Case No. 38736

COMPLAINT
(Action for
Property Damage)

A TRUE COPY

FLINN, BROWN & ROSETA

Plaintiff alleges:

1.

At all times material herein, plaintiff was an Oregon corporation, and was engaged in the well drilling business.

2.

At all times material herein, defendant Kluever was an employee and agent of defendant United Grocers, Inc., and was acting during the course and within the scope of his employment. Defendant United Grocers, Inc. was an Oregon corporation engaged in the food distribution business.

3.

At all times material herein, defendant LT Contractors, Inc., was an Oregon corporation engaged in the construction business.

4.

At all times material herein, defendants State of Oregon by and through the Department of Transportation, the Highway Division of the Department of Transportation, and the Oregon Traffic Commission (hereinafter state defendants) were public bodies within the meaning of the Oregon Tort Claims Act, and were responsible for the construction, reconstruction, improvement, maintenance, and repair of state highways, the preparation of surveys, plans, specifications, and estimates therefore, and the letting of contracts to accomplish these responsibilities.

5.

At all times material herein, plaintiff was the owner of a 1965 Mack truck equipped with a Cyclone 43R well drilling rig, and defendant Kluever was operating a 1984 Peterbilt tractor and trailer owned by defendant United Grocers, Inc.

6.

At all times material herein, U.S. Highway 126 was a two lane public roadway running in a generally east-west direction and provided for two-way travel. Prior to June 4, 1984, the state defendants entered into an agreement with defendant LT Contractors, Inc. to perform certain work on U.S. Highway 126 near Dayville, Grant County, Oregon under Oregon State Highway Contract No. 9755. As part of this agreement, the roadway shoulder of U.S. Highway 126 at or near milepost 132.3 was altered in a manner which left an abrupt edge or drop off, a ridge, and a soft, dirt shoulder.

7.

On or about June 4, 1984, plaintiff's truck was being operated westbound on U.S. Highway 126 by Larry K. Crawford at or near milepost 132.3. At this time and place defendant Kluever attempted to pass plaintiff's truck and in doing so forced it off the roadway, causing the right wheels to drop off the pavement and onto the soft shoulder, and the truck to flip onto its side.

8.

At the time and place of the collision described herein, defendant Kluever was careless and negligent in the operation of his truck in one or more of the following particulars:

(1) In failing to maintain a proper lookout.

(2) In failing to maintain proper control of his truck.

(3) In operating his truck at a speed greater than reasonable and prudent under the circumstances.

(4) In passing plaintiff's truck when it was unsafe to do so.

(5) In returning to the right side of the roadway before he was safely past plaintiff's vehicle.

9.

At the time and place of the collision described herein defendant LT Contractors, Inc. was careless and negligent in one or more of the following particulars:

(1) In creating and permitting to remain, an abrupt edge or drop off at the edge of the paved portion of the roadway when it knew or should have known that this would create a hazard to persons and vehicles using the highway.

(2) In creating and permitting to remain soft shoulders

incapable of supporting the weight of vehicles when it knew or should have known that this would create a hazard to persons and vehicles using the highway.

(3) In failing to warn of the abrupt edge or drop off.

(4) In failing to warn of the soft shoulder.

(5) In failing to prohibit vehicles from passing in an area where an abrupt edge or drop off existed at the edge of the roadway, and when the shoulder was too soft to support vehicles.

(6) In failing to post the highway for a reduced speed in an area where an abrupt edge or drop off existed at the edge of the roadway, and where the shoulder was too soft to support vehicles.

10.

State defendants were under a duty to construct and maintain U.S. Highway 126 in a reasonably safe condition for the use of the public and are liable for physical harm to persons using the highway while it is held open for travel, caused by the negligence of defendant LT Contractors, Inc., as though the state defendants had performed the work themselves. Plaintiff's truck was damaged while U.S. Highway 126 was held open for travel.

11.

At the time and place of the collision described herein, state defendants were careless and negligent in one or more of the following particulars:

(1) In failing to post the highway for a reduced speed, or requiring defendant LT Contractors to post the highway for a reduced speed when it knew or should have known that an abrupt edge

or drop off at the edge of the roadway existed or it would be created, and where a shoulder too soft to support vehicles existed or would be created.

(2) In failing to prohibit vehicles from passing, or requiring defendant LT Contractors to prohibit vehicles from passing when it knew or should have known that an abrupt edge or drop off at the edge of the roadway existed or would be created, and where a shoulder too soft to support vehicles existed or would be created.

(3) In failing to warn, or require defendant LT Contractors, Inc., to warn of the abrupt edge or drop off and of the soft shoulders.

(4) In permitting defendant LT Contractors, Inc. to create an abrupt edge or drop off, and soft shoulders when they knew or should have known that such condition was likely to create an unreasonable risk of harm to persons using the highway.

12.

One or more of the above-described acts on the part of the defendants was the sole and direct cause of the collision described herein. As a result thereof, the fair market value of plaintiff's truck was diminished in the sum of $10,000 and plaintiff was required to incur reasonable and necessary towing expenses in the sum of $782.50. As a further result thereof, the fair market value of plaintiff's truck mounted Cyclone 43R well drilling rig was diminished in the sum of $32,117.50.

13.

State defendants were given notice of this claim in a manner prescribed by ORS 30.275 within 180 days after the loss described herein.

WHEREFORE, plaintiff prays for judgment against defendants, and each of them, in the sum of $42,900.00 together with its costs and disbursements incurred herein.

FLINN, BROWN & ROSETA
Attorneys for Plaintiff

/S/ JOHN F. KILCULLEN

John F. Kilcullen
OSB #83259

97

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 20, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Aerial Power Line Relocation
C-P National
Dayville-Flatcreek Section
John Day Highway
Grant County
Project No. F-88-2(11)

Reference is made to my letter of May 3, 1984, which submitted an estimate of cost for the relocation of C-P National's aerial power line facilities in conflict with the subject project. A copy of my letter and your PR-1240 are attached.

Due to a misunderstanding in communications between C-P National, the Railroad & Utility Unit and this office, the estimate of cost was submitted for approval on an actual cost basis. C-P National had requested and intended to perform the work on a lump-sum basis.

C-P National has completed their relocation work and maintained cost records on the basis of a lump-sum agreement. It is C-P National's intent to submit a billing on a lump-sum basis. C-P National's original estimate of cost is in sufficient detail to qualify for a lump-sum agreement.

Your approval is requested to amend the relocation agreement to authorize reimbursement on a lump-sum basis, pursuant to the terms of PPM 30-4. Lump-sum cost is $20,119.96.

JMC:jr

cc: E. S. Hunter
Jack M. Cartwright
Tom Carman
Matt Christenson

RECEIVED
STATE HWY ENGR
JUN 21 '85
F TO
Sign Act File

Form 734-3122

9755

PACIFIC
NORTHWEST
GUARD RAIL & SUPPLY CO.
3904 NE UNION AVE.
PORTLAND, OR 97212
(503) 287-2121

June 12, 1985

Robert Gormsen
Commission Services
121 Transportation Building
Salem, Oregon 97310

Re: Dayville-Flat Creek
OSHD Contract #9755

Dear Mr. Gormsen:

We wish to release our claim of $9,571.59 and our claim of $21,309.75 on the bond of LT Contractors as we have an agreement with them to settle for our retainage to be released and their help getting paid for the balance of the work performed.

Thank you for your help and cooperation in this matter.

However, this does not release any claims against L. T. Contractors.

Sincerely,
Joe L. Reese
Joe L. Reese
President

JLR/pac

NOTED ON CARD
7-16-85

RECEIVED
JUN 21 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9755

t

FORM [illegible]-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Dayville-Flat Creek
WEEK ENDING: June 8, 1985
SECTION PREFIX: 012-1060
HIGHWAY: John Day
COUNTY: Grant
NAME OF JOB:
KIND OF WORK: Grading & Paving
CONTRACTOR: L.T. Contractors, Inc.
CONTRACT NUMBER: 9755
FEDERAL AID PROJECT NUMBER: F-88-2(11)
DATE OF CONTRACT: March 1, 1984
DATE WORK STARTED: March 12, 1984
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 180
CALENDAR DAYS USED: 193
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 107%
PROJECT AUTHORIZATION: $ 1,553,198
EXCLUSIVE OF ENGINEERING: $ 1,442,742
ENGINEERING AUTHORIZATION: $ 110,450
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,350,476
ENGINEERING COST TO DATE: $ 140,659
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90%
ESTIMATED PERCENT: UNDERRUN 6 %
PERCENT OF AUTHORIZATION: 127 %
DATE PROJECT WAS COMPLETED: Sept. 20, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Crushed MAT'L. PROD.		
100	100	100			100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.14	6.14			6.14
MILES PARTIALLY COMPLETED					
MILES COMPLETED	6.14	6.14			6.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)	83,535cy	59,620tn	83,255tn		23,545tn
TOTAL QUANTITIES CORRECTED TO DATE	83,108cy	66,405tn	92,956tn		21,436tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	83,108cy	60,575tn	92,956tn		21,436tn
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2		0		
MONDAY 3		0		
TUESDAY 4		0		
WEDNESDAY 5		0		
THURSDAY 6		0		
FRIDAY 7		0		
SATURDAY 8		0		

CE F CAE RECEIVED LS...... TC......
COE OM SA...... CC......
OE .... SE...... CS......
CA...... FQC ....
CAM ...... CONSTRUCTION CCS............
CEO............ SECTION FILE............

CONTR. NO: 9755	DATE: June 8, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	No activity.
3 MONDAY	No activity.
4 TUESDAY	No activity.
5 WEDNESDAY	No activity.
6 THURSDAY	No activity.
7 FRIDAY	No activity.
SATURDAY 8	No activity

REMARKS

●Office completing semifinal estimate.

Semifinal will be submitted to Region Office next week.

FINAL REPORT

SIGNED B. N. Hatcher LOCATION Ontario

B.N. Hatcher, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES()

SP*F216

9755

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF GRANT

PAUL LEVATIN and EVELYN LEVATIN, husband and wife,

Plaintiffs,

v.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,

Defendant.

No. 9429

ANSWER

Comes now defendant State of Oregon, Department of Transportation, Highway Division, and in answer to plaintiff's Complaint on file herein admits, denies and alleges as follows:

I.

Defendant admits paragraphs I, II and III.

II.

As to paragraph IV, admits that defendant removed the permanent fencing during the period of road construction during the spring of 1984 but denies the remaining allegations contained therein.

III.

Defendant denies each and every remaining allegation of plaintiffs' Complaint.

WHEREFORE, having fully answered plaintiffs' Complaint, defendant prays for judgment against plaintiffs and that plaintiffs take nothing thereby and that judgment be entered in

///

favor of defendant and that defendant be awarded its costs and disbursements.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ Mary M. Mertens

MARY M. MERTENS OSB# 82088
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF GRANT

PAUL LEVATIN and EVELYN LEVATIN, husband and wife,

Plaintiffs,

v.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,

Defendant.

No. 9429

DEFENDANT DEPARTMENT OF TRANSPORTATION'S REQUEST FOR PRODUCTION OF DOCUMENTS FOR INSPECTION AND COPYING PURSUANT TO ORCP RULE 43

The defendant hereby requests that plaintiffs produce and make available for inspection and copying the following documents at the offices of defendant's counsel, Mary M. Mertens, Assistant Attorney General, 450 Justice Building, Salem, Oregon 97310, at 10 a.m. on Tuesday, July 2, 1985:

1. Any and all documents showing ownership, title, and total acreage of the real property described in plaintiff's Complaint.

2. Any and all documents, business records, books, records, including ledgers, accounts, checkbooks, expense logs, relating to use of real property described in plaintiff's Complaint, for the cultivation of hay and forage and the raising of livestock.

3. Copies of all tax returns filed for or on behalf of plaintiffs for the calendar years 1983 and 1984 which reflect income, expenses, or claimed losses arising out of or related to ✓ the ownership of that real property in Grant County, Oregon, which is the subject of plaintiffs' Complaint.

4. Copies of purchase receipts or other documents that evidence plaintiffs' ownership of cattle in 1984, including evidence of total number of head owned at all material times to plaintiffs' Complaint.

5. Cost receipts which evidence pasturage costs incurred from April, 1984 through August, 1984.

6. All ranch or farm business records for that real property belonging to plaintiff in Grant County, Oregon, for the calendar years 1983 and 1984.

7. Any and all documents which support plaintiffs' claim for actual loss of $12,500, as alleged in their Complaint.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

MARY M. MERTENS OSB# 82088
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 3rd day of June, 1985, I served a true copy of the within Answer and Request for Production of Documents which is well founded in law upon plaintiffs' attorney by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Claud Ingram
Bick & Monte, P.C.
Attorneys at Law
1551 Pearl Street
Eugene, Oregon 97401

/s/ Mary M. Mertens

Mary M. Mertens OSB # 82088
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

May 24, 1985
IN REPLY REFER TO
HFO.4/5

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-88-2(11)
Dayville-Flat Creek Section
John Day Highway
Asphalt Sampling

We have reviewed your memorandum of May 17, 1985 and report regarding the asphalt sampling on this project.

We agree with your conclusion that heating coil oil was inadvertently sampled and tested instead of the emulsified asphalt which was being stored in the tank. We also concur with your request that no further testing of the completed pavement is necessary.

Your letter indicates that appropriate action is being taken so that state personnel will witness contractor sampling. We agree this action should be adequate to eliminate this problem from occurring on future projects.

Sincerely yours,

G. K. [illegible]
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
MAY 30 '85
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

W&S
TAA
Orig.
5/31

Ron Kleinschmit
Highway Division

May 20, 1985

Mary M. Mertens
Assistant Attorney General

Levatin v. State, DOT, Highway Division

The following people were involved with the Dayville-Flat Creek project in Grant County, and are knowledgeable about Dr. Levatin's claim. Listing of State witnesses:

Barry Hatcher, Project Manager (Ontario, Oregon)
R. D. Hector, Region Engineer
Keith Lane, Inspector

Other witnesses or participants in this case include:

The county extension agent who reported a poor hay crop in 1984;

Eugene Marks, plaintiff's neighbor who baled his hay;

Mr. Robertson, who owns the cattle that ate plaintiff's crops;

Stewart Schuldt, plaintiff's ranch manager;

And of course, plaintiff.

In my conversation with Keith Lane on March 29, he had the following to say about the situation: "It was one of them bad deals. Pay him." Based on the investigation of Risk Management, we had offered to settle this case for $7,240. If all of our facts are accurate, plaintiff may have suffered actual losses of $9,240. Plaintiff's attorney rejected our offer and suggested that his client may be willing to settle for $10,500.

In disputing the basis for our settlement offer, plaintiff's attorney noted first that the pasturage fee was for two months, not one as we had allotted, which accounts for the additional $2,000. This is an accurate assessment of the fee, if plaintiff had 200 head.

Additionally, plaintiff claims that Mr. Marks, who baled plaintiff's hay, only baled one field and that another field, 7 acres, was put up loose by the hired hand normally. Plaintiff alleges that the yield from this 7 acres was not included in the figures that we used for determining what the annual yield was. He describes this other field as being 7 acres of native grass hay. He claims that the cows ate it as well. He also indicated that there was a low yield in 1983, not because it was a low year but because his client had seeded that year. Somewhere I received information that either 1983 or 1984 or both were poor yield years in the area and this would help us to keep our estimate of his loss down. Marks provided the figures concerning how many bales were put up and how many cuttings were done. His phone number in Dayville is 987-2782. Levatin also had some dispute with whether this was the first cutting or the second cutting, feeling that we had somehow shortchanged him, given our information. His attorney wasn't real clear on the significance of this but it may be something we want to clear up once and for all.

In his letter to Dave Black at Risk Management, Barry Hatcher indicates that the 25 acres claimed to be affected by the lack of fencing may include the field to the east of the alfalfa. Hatcher notes that to his knowledge, that field has no history of being harvested for hay. Plaintiff's attorney informed me that he's claiming losses for those 7 acres and says that they were regularly harvested. If we have any local contacts who can clear any of this up, we should get to them. You had mentioned that you had some contacts in eastern Oregon and so I will defer to your advice on anyone else that I should be talking to; or if you want to do the talking and let me know what information people have to pass on to us, I appreciate your doing this.

In the next week or two, I want to get an investigator on this to get our story straight, so that if we want to go in and admit liability and then hold firm on the issue of damages, we'll have a firmer leg to stand on. Give me a call if, as a result of your contacts, you have any further advice on our approach in this matter.

MM/jep

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

CON 5
In Reply Refer to
File No.:

DATE: May 17, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GERALD W. WIMER

FROM: Gerald Wimer
Construction Operations Engineer

SUBJECT: Asphalt Sampling
Dayville-Flat Creek
FAP No. F-88-2(11)
Contract No. 9755

Attached find a copy of a letter of explanation from Project Manager Barry Hatcher on the asphalt emulsion samples that failed on the subject contract.

We feel that this satisfactorily explains the failing samples.

If the heat transfer oil had actually been used on the project, an immediate failure would have occurred. Since this project has had no failing areas and is holding up very well, we feel the cutting of cores would not be justified.

By a copy of this letter we are instructing the Region and the Project Manager that in the future ALL samples taken by the contractor WILL BE witnessed by State personnel.

We request your concurrence in this matter.

GW:HVC:mk

Attach.

cc: W. E. Schwartz/att.
Bob Hector - Please take appropriate action.

05177M

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 17 '85
REFER TO

FOR						
Info	Invest	R/D	D/R	Sign	Act	File

734-2023 (2-86)

STATE OF OREGON
Ontario, OR

INTEROFFICE MEMO

TO R.D. Hector
Region Engineer

DATE Nov.29, 1984

B.N. Hatcher

FROM B.N. Hatcher
Project Manager

☐ RE ☐ RCF ☐ RMF ☐ ROE

☐ RFA APR 24 1985 ☐

RECEIVED
REGION 5 OFFICE

SUBJECT: Dayville-Flat Creek
John Day Highway
Grant County
Contract No. 9755
F.A.P. No. F-88-2(11)

After a considerable number of phone calls, question-answer sessions and a good deal of sleuthing work, I believe that the foreign substance that was submitted to the lab as CMS-2 emulsified asphalt samples for the subject project has finally been identified. The mystery of how the samples were obtained and got mixed in with the emulsion samples has also been solved.

I initiated and attended a meeting at the Baker Redi-Mix office in Baker on November 1, 1984. In attendance representing the contractor were Drew whittle, Bob McAfferty, Steve Hay, Don Duncan and Ron Leulling. At this meeting several following facts surfaced which shed considerable light on the problem:

1.- The asphalt storage tank used for the emulsion on the project was a hot asphalt tank and had heating coils within. The heating coils were not used and had inlet and outlet stub lines with shutoff valves (see enclosed photographs).

2.- Several employes of the contractor were involved in the taking of samples.

3.- When delivery trucks were present, needed samples were drawn directly from them. When they were not, samples were obtained from the asphalt storage tank.

4.- Two of the contractor's employes showed me where they took samples from the asphalt tank. The location was the outlet line of the heating coils that contained "Heat Transfer Oil". This oil, when new, is fairly clear, but after being heated and circulated, takes on a darker brown appearance that could be confused with fresh emulsified asphalt.

5.- Contractor's personnel took all the liquid asphalt samples - none of which were witnessed by a State representative.

6.- Apparently there was no place to obtain a sample of asphalt in line between storage tank and pump or pump and mixer.

In view of these facts, I have reached the following conclusions:

1.- None of the suspect material was incorporated into the mix. There was no way it could have gotten into the line from the tank to the mixer. Any of this material in the mat would produce an immediate failure and would have been noticed at laydown.

2.- No deliberate attempt was made to obtain samples of the foreign material. Any samples taken of it were inadvertent and accidental.

3.- All samples of the CMS-2 that were sent to the lab were passing. They represented considerably more than half the quantity used and would therefore indicate that all the emulsion was good.

Remedial action proposed for future projects that will be instituted by this office:

1.- Sampling point to be in specified location.

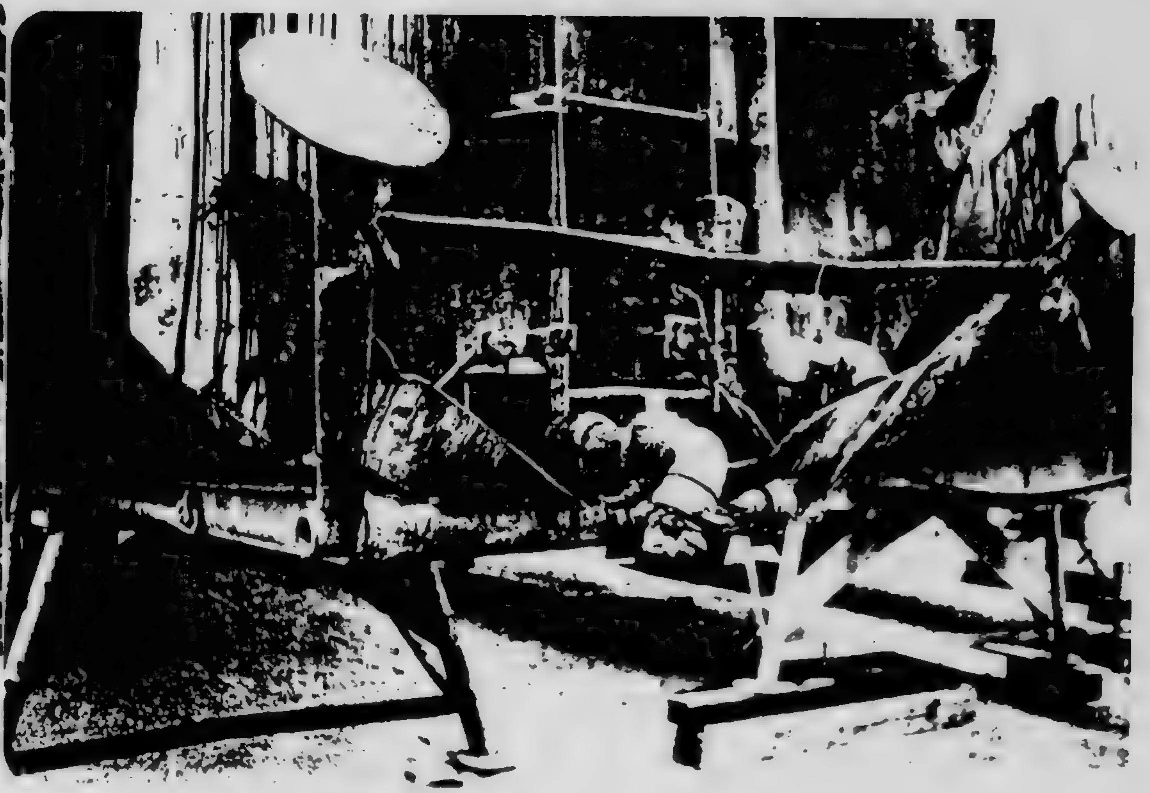
2.- Pre-paving meeting with contractor, plant and street inspector and project manager at paving plant to determine how and where samples will be taken and to ascertain what material is in various lines.

3.- All samples taken to be witnessed by plant inspector.

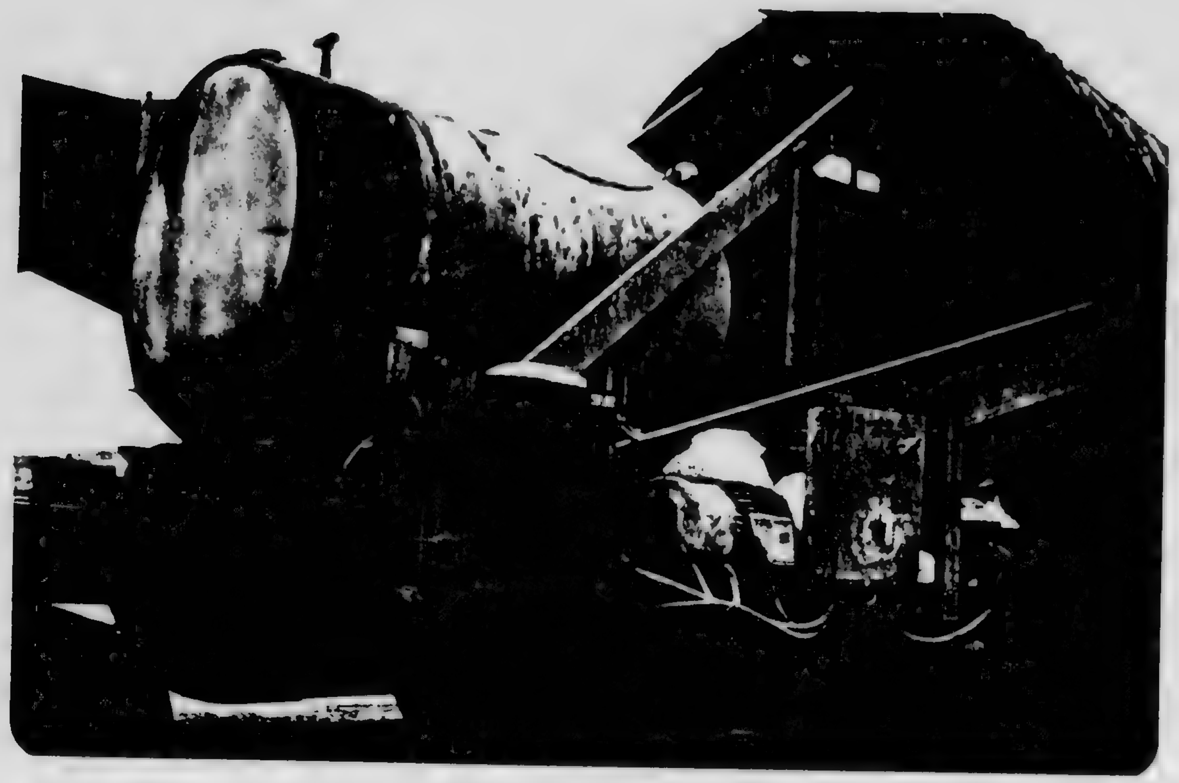
I trust that these explanations will serve to answer any questions as to the integrity of the emulsified asphalt that was incorporated into the paving mixture on this project.

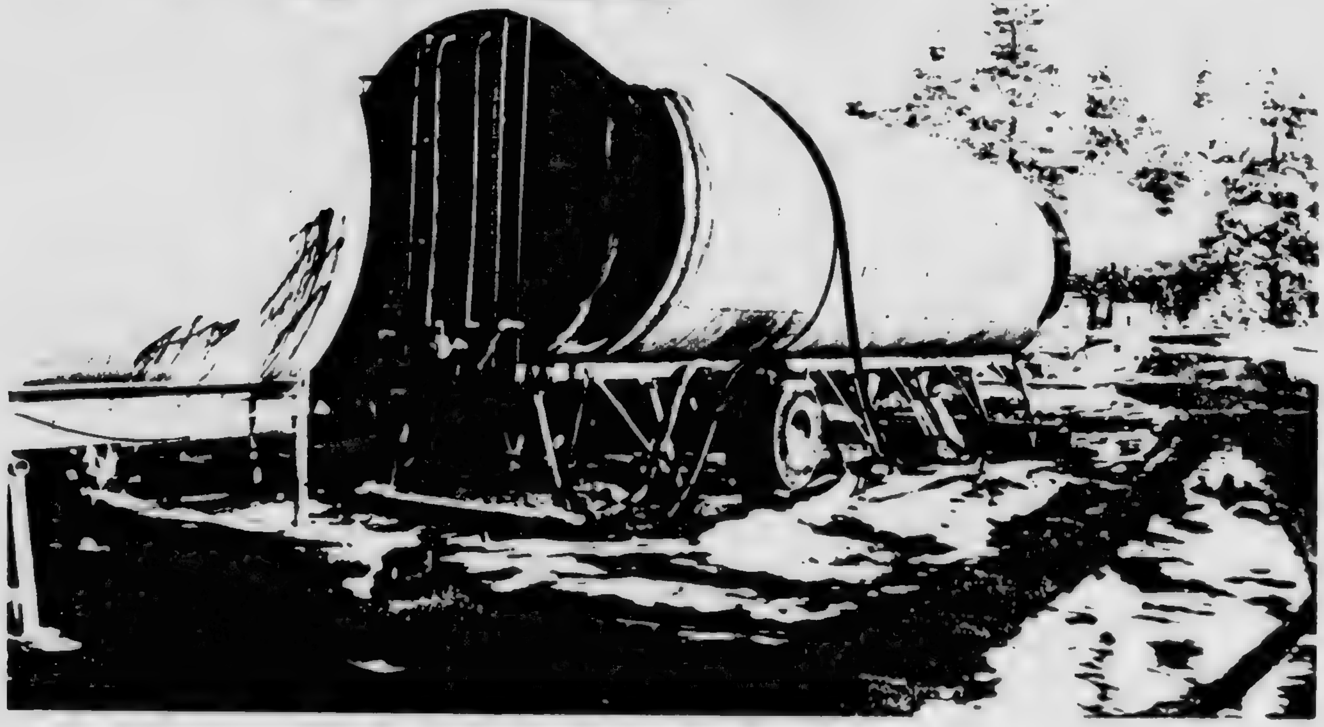
BNH/clb

Samples
were drawn here



Hea
out
Tank
outlet
Heat coil inlet





DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

NOTED
H. S. COULTER

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 8 '85
REFER TO Schwartz
FOR
Info | Invest | R/D | D/R | Sign | Act | File

April 5, 1985

any comments?
No comment - appears reasonable to me
WES

Claud Ingram
Bick & Monte, P.C.
1551 Pearl Street
Eugene, Oregon 97401

Re: Levatin v. State of Oregon, Department of Transportation, Highway Division
Grant County Circuit Court Case No. 9429

Dear Mr. Ingram:

On March 27, 1985 we discussed your client's circuit court action against the state for breach of contract, including the possibility of settlement which we agreed to discuss with our respective clients.

On behalf of the State of Oregon, Department of Transportation, Highway Division, I am authorized to make the following offer in full settlement of the above captioned matter.

We are prepared to pay Mr. Levatin the sum of $7,240, in full and final satisfaction of his claim against the state. Per our earlier discussion, this sum reflects a loss of $5,240 for the 1984 harvest (65.5 ton @ $80 per ton) based upon an average harvest in 1982 and 1983 of 95.5 ton and actual harvest in 1984 of 30 ton. The value of hay was determined at the time of loss. The remaining $2,000 reflects the cost of feeding 200 head of cattle on irrigated pature for 2 months, at a cost of $10 per head.

In consideration for payment, the above captioned action would be dismissed with prejudice and Dr. Levatin will release the state from any cause of action, claim, costs or damages resulting from the lack of fencing on his property in 1984, due to state highway construction.

We make this offer of settlement in compromise of a doubtful and disputed claim, and it is not to be construed as an admission of liability on the part of the state.

Please present this offer to your client and after you have had an opportunity to discuss it with him, let me know if it meets with his approval. While you had requested that I file a response by April 15, 1985, I would request that you "toll" the period pending completion of settlement negotiations.

Thank you for your prompt attention to this matter.

Very truly yours,

/s/ Mary M. Mertens

Mary M. Mertens
Assistant Attorney General

MMM:cg
cc: Jack Sollis
Gene Snyder
✓H. Scott Coulter
Fred Miller
Brian Jackmond
John McCulloch
Dave Black

9755 4-3-75

SUIT ANALYSIS AND DEFENSE REPORT

File # 734-990-L-8627

Suit Styled Paul Levatin, et ux v. State

Court Circuit 9429 County Grant

Tort Allegations N/A

Other Allegations (Non-Tort) Breach of Contract

Suit Demand - Specials $____ General $ 12,500

Attorney Fees $____ Other Relief $____

Demand $____ Settlement Offered $____ Proposed $____

Joint Tortfeasors ____ (Name(s)) Percent of Negligence ____

Estimated Negligence of State Defendants 100 %

Probable Judgment If Case Lost $ 9,500

Estimated Probable Chance of Winning 10 %

Estimate of Plaintiff's Comparative Negligence ____ %

DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program State agreed to fence π's pasture and failed to provide. Cattle destroyed hay + other cattle had to be grazed elsewhere.

Should Team Approach Be Considered? Yes ____ No ✓

LEGAL COST ESTIMATE

Estimated Hours

	Research	Law & Motion Discovery	Trial	Rate	Cost
Attorney	4	~~2~~5-8	1 day (+ travel to John Day)	50.00	600.00
Investigator					
Law Clerk					
Other					
TOTAL					600.00

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE? [✓ Settle] ____ Trial ____

Remarks: ____

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

SUIT ANALYSIS AND DEFENSE REPORT

File # 734-990-L-8627

Suit Styled Paul Levatin, et ux v. State

Court Circuit 9429 County Grant

Tort Allegations N/A

Other Allegations (Non-Tort) Breach of Contract

Suit Demand - Specials $ General $ 12,500

Attorney Fees $ Other Relief $

Demand $ Settlement Offered $ Proposed $

Joint Tortfeasors (Name(s)) Percent of Negligence

Estimated Negligence of State Defendants 100 %

Probable Judgment If Case Lost $ 9,500

Estimated Probable Chance of Winning 10 %

Estimate of Plaintiff's Comparative Negligence %

DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program State agreed to fence π's pasture and failed to provide. Cattle destroyed hay + other cattle had to be grazed elsewhere.

Should Team Approach Be Considered? Yes [✓ No]

LEGAL COST ESTIMATE

	Estimated Hours				
	Research	Law & Motion Discovery	Trial	Rate	Cost
Attorney	4	~~2~~ 5-8	1 day (+ travel to John Day)	50.00	600.00
Investigator					
Law Clerk					
Other					
TOTAL					600.00

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE? [✓ Settle] Trial

Remarks:

Attorney Date 3/14/85

Chief Trial Counsel McCullough Date 4/3/86

Court Circuit 9429 County Grant

Tort Allegations N/A

Other Allegations (Non-Tort) Breach of Contract

Suit Demand - Specials $ General $ 12,500

Attorney Fees $ Other Relief $

Demand $ Settlement Offered $ Proposed $

Joint Tortfeasors (Name(s)) Percent of Negligence

Estimated Negligence of State Defendants 100 %

Probable Judgment If Case Lost $ 9,500

Estimated Probable Chance of Winning 10 %

Estimate of Plaintiff's Comparative Negligence %

DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program State agreed to fence π's pasture and failed to provide. Cattle destroyed hay + other cattle had to be grazed elsewhere.

Should Team Approach Be Considered? Yes ____ No ✓

LEGAL COST ESTIMATE

	Estimated Hours				
	Research	Law & Motion Discovery	Trial	Rate	Cost
Attorney	4	~~2~~ 5-8	1 day (+ travel to John Day)	50.00	600.00
Investigator					
Law Clerk					
Other					
TOTAL					600.00

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE? [✓ Settle] Trial

Remarks:

Attorney Date 3/14/85

Chief Trial Counsel Date 4/3/86

10-5-84/jep/#1

cc DF
Bu
file

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

STATE OF OREGON **INTEROFFICE MEMO**

TO: John R. McCulloch, Jr.
Chief Trial Counsel

DATE: March 27, 1985

8-6313

FROM: Mary M. Mertens
Assistant Attorney General

SUBJECT: Levatin v. State of Oregon

STATUS REPORT - BREACH OF CONTRACT

Plaintiff filed a Complaint against the Highway Division for breach of contract arising out of a purchase of real property from a landowner by the State. The State agreed to, but did not, replace fences that were removed in the process of widening U.S. Highway 26 by John Day. The result was damage to the property owner's hayfields caused by foraging cattle. The Complaint contained no allegation of tortious conduct by the State, however, Risk Management was in the process of evaluating plaintiff's claim against the Highway Division at the time the Complaint, sounding in contract, was filed.

Plaintiff's attorney, Claud Ingram, was contacted, initially because I considered tendering defense to the general contractor. However, investigation led me to the conclusion that the general contractor is not at fault. Temporary fencing that would have prevented plaintiff's loss was not included in the standard contract between the State and the general contractor, L T Contractors, Inc.

Mr. Ingram and I discussed settlement, and he will discuss the same with his client and get back to me.

In the event we do not settle, the next step is to prepare an answer to the Complaint and proceed with additional discovery.

MMM/jep

cc: Jack Sollis
Gene Snyder
H. Scott Coulter
Fred Miller

RECEIVED
STATE HWY ENGR
MAR 29 '85
REFER TO
cys Schwartz - Hector
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

81-125-1387

FILE

March 27, 1985

Mary M. Mertens
Assistant Attorney General

Levatin v. State of Oregon

This memorandum confirms my telephone conversation with Claud Ingram, attorney for plaintiff. Mr. Ingram indicated that he will grant the State an extension to April 15 within which to file a responsive pleading to plaintiff's Complaint.

We discussed settlement. I conveyed settlement proposal per recommendation of Risk Management as follows:

Based on previous years' harvests and harvest of 1984, it appears that loss was 65.5 tons of hay at $80 a ton, or $5,240. The value of the hay was determined at the time of the loss. Additionally, expenses were incurred because of the lack of pasture and the need to move the 200 cows to an irrigated pasture for two months. This was estimated at a cost of $10 per head, or $2,000. Mr. Ingram indicated that he will talk to his client and get back to me.

Mr. Ingram also indicated that he had sent a demand letter prior to filing suit to Risk Management. No such letter is included in the papers provided to me.

To do: Telephone Keith Lane, State Inspector on the project, to check out the following: On April 25, 1984, temporary fencing for the Levatin property was requested by Bill Ferguson, Ron and Willy (no last name). Ferguson indicated that State did not authorize additional temporary fencing. Need to find out whether some temporary fencing at other points on the highway was authorized. Reportedly, fencing was not staked until June 11, 1984. Fencing material arrived May 31, 1984. Determine when subcontractor began to fence (6/24?), who was the subcontractor (Al Hasselblack?), did the contractor hire him or did the State? When did permanent fencing go up? Confirm that first contact regarding hay damage was May 16, 1984; confirm that second contact regarding hay damage was July 9, 1984.

The Project Manager for the project is Barry Hatcher, telephone 889-8558, out of John Day.

MMM/jep

Dave Black
Risk Management

March 25, 1985

Mary [illegible]. Mertens
Assistant Attorney General

Levatin v. State of Oregon, Dept. of Transportation, Highway Division
Our File No. 734-990-L8627
Your File No. 125-073-L19377

This memorandum confirms our office conference of March 20, 1985 regarding the above designated file. In the course of preparing this case for litigation, I have identified a potential problem that warrants our mutual consideration.

Our office received a complaint served on the Highway Division for breach of contract arising out of a purchase of real property from a landowner by the state. Apparently, the state agreed to, but did not, replace fences that were removed in the process of widening U.S. Highway 26 (John Day Highway). The result was damage to the property owner's hay fields caused by foraging cattle. The complaint contained no allegation of tortious conduct by the state, sounding in contract only.

In the course of my investigation, you informed me that an ongoing tort claim was being processed and that in fact, nearly four weeks after service of the complaint, your own settlement proposal was in draft form, ready for transmittal to the claimant.

It would appear that at the eleventh hour, we fortuitously avoided a possible double settlement. Conceivably, we could have negotiated a settlement of the contract claim, in tandem with your settlement of the tort claim, with both thinking we had scored a coup in negotiating to a low final figure. I would be interested in exploring ways to avoid the left hand operating independently, and at possible odds with the right. Perhaps by alerting agencies to notify us when our efforts appear to overlap, we can avert potential double dipping by the plaintiff bar. Another alternative may be to set up a plaintiff/claimant cross-referenced computer program.

In the instant case, we have decided to proceed by categorizing this matter as a contract claim solely. The complaint sounds only in contract. After tort notice was received by you, some exposure in tort existed arising from the alleged negligence of the state. However, because the complaint sounds in contract and not in tort, the agency should bear the cost of its own defense. Consistent with that determination, you have agreed to terminate negotiations with the plaintiff or his attorney.

HMM:cg
cc: John McCulloch
Jack Sollis
Gene Snyder
H. Scott Coulter
Fred Miller

9755

BICK & MONTE, P.C.
ATTORNEYS AT LAW
1551 PEARL STREET
EUGENE, OREGON 97401
(503) 484-9444

DONALD A. BICK
DONALD W. MONTE
J. RICHARD URRUTIA

Of Counsel
CLAUD INGRAM

FLORENCE OFFICE:

1647 12TH STREET
P.O. BOX 128
FLORENCE, OREGON 97439
(503) 997-3471

March 25, 1985

Mary Mertens
Assistant Attorney General
Justice Building
Salem, OR 97310

Re: Levatin vs. State of Oregon,
Department of Transportation

Dear Ms. Mertens:

Referring to your letter of March 13, I have no objections to granting you an extension of time to appear in the above case. However, I do not wish to give you an open extension of time.

I would like for you to file your appearance by April 15, 1985. If it is not filed by that date, then I shall feel free to apply to the court for a default.

Very truly yours,

BICK & MONTE, P.C.

Claud Ingram

Claud Ingram

CI/pd

R[illegible]
DIVISION
SAL[illegible]

STATE OF OREGON **INTEROFFICE MEMO**

TO: Dave Black
Risk Management

DATE: March 25, 1985

FROM: Mary M. Mertens
Assistant Attorney General

SUBJECT: Levatin v. State of Oregon, Dept. of Transportation, Highway Division
Our File No. 734-990-L8627
Your File No. 125-073-L18377

This memorandum confirms our office conference of March 20, 1985 regarding the above designated file. In the course of preparing this case for litigation, I have identified a potential problem that warrants our mutual consideration.

Our office received a complaint served on the Highway Division for breach of contract arising out of a purchase of real property from a landowner by the state. Apparently, the state agreed to, but did not, replace fences that were removed in the process of widening U.S. Highway 26 (John Day Highway). The result was damage to the property owner's hay fields caused by foraging cattle. The complaint contained no allegation of tortious conduct by the state; sounding in contract only.

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FRED MILLER

of the state. However, because the complaint sounds in contract and not in tort, the agency should bear the cost of its own defense. Consistent with that determination, you have agreed to terminate negotiations with the plaintiff or his attorney.

MMM:cg
cc: John McCulloch
Jack Sollis
Gene Snyder
H. Scott Coulter
Fred Miller

RECEIVED
DOT DIRECTOR
MAR 26 '85
REFER TO
FOR
Info | Answer | R/D | D/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of General Services
RISK MANAGEMENT DIVISION
1225 FERRY ST., SE, SALEM, OREGON 97310

To Mary Mertens AAG.
Trial - Justice.

March 18, 1985

Claud Ingram
Attorney at Law
1551 Pearl St.
Eugene, Oregon 97401

Re: Your Client: Dr. Paul Levatin
Our File Number: L18377
Date of Loss: April 15, 1984

Dear Mr. Ingram:

Dr. Levatin has informed me that you now represent him relative to a loss he suffered at his ranch in eastern Oregon. I have completed my investigation, to include contacting the adjoining rancher, the one who harvests and puts up Mr. Levatin's hay.

He is Eugene Marks and he has reported that for the year 1982, 361 bales or 108 ton was put up in three cuttings. In 1983, 277 bales or 83.1 tons were put up in three cuttings. In 1984, 100 bales, or 30 tons were put up in two cuttings. The bales average 600 pounds and they are round. Mr. Marks phone number in Dayville is 987-2782.

This according to Ranch Mgr.

Dr. Levatin's original letter makes claim for $12,500. This is attached for your review. If one averages the two years of 1982 and 1983, 95.5 tons of hay were baled each year. In 1984, 30 tons were harvested and it appears that Dr. Levatin was short 65.5 tons of hay at $80.00 a ton, or $5,240. The value of hay was determined at the time of loss.

Additional expenses were incurred because of the lack of irrigated pasture and the need to move the 200 cows to an irrigated pasture for two months. This was at a cost of $10.00 per head. We agree that the state has some obligation for this additional cost, but we also feel that no effort was made by the ranch foreman to mitigate the loss by protecting his fields from his neighbor's livestock or by removing the cattle themselves. In fact, it appears that the neighbor's stock was allowed to feed upon the fields with the knowledge of his foreman.

We are prepared to make the following offer: Loss of hay at $5,240 and $2,000 toward the pasture rental. We're prepared to make an offer of $7,240 for the conclusion of Dr. Levatin's claim.

We would appreciate receiving a response from you, and when corresponding, please refer to our above file number.

Sincerely,

David L. Black
Claims Representative
378-6315

DLB:gb
4883H

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

March 14, 1985
IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-88-2(11)
Dayville - Flat Creek Section
John Day Highway
Extra Work Order No. 3

We are returning Extra Work Order No. 3 to you not approved.

The repair of the PVC irrigation lines broken during construction activities would be eligible for federal-aid participation only if the irrigation facility had a prior right to occupy the highway right-of-way. The extra work order does not discuss this issue. Please submit additional information if you desire to have this portion of the extra work order reconsidered.

The repair of the slide area is eligible for federal-aid participation and we would reconsider this work should you desire to resubmit this item.

Sincerely yours,

Christianson
Dale E. Wilken
Division Administrator

cc:
OSHD (C O Fredrickson)w/att
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
MAR 18 '85
REFER TO
Fredrickson
FOR

Info	Answer	R/D	O/R	Sign	Act	File
					✓	

U. E.
Orig
3/20

9755

March 13, 1985

Claud Ingram
Bick & Monte, P.C.
1551 Pearl Street
Eugene, Oregon 97401

Re: Levatin v. State of Oregon, Department of Transportation

Dear Mr. Ingram:

I represent the State of Oregon, Department of Transportation Highway Division in the above captioned matter. This letter confirms my conversation with Pamela of your office, in which I requested that you permit us additional time within which to file a responsive pleading in the case.

Upon reviewing the file and after initial investigation, it appears that we may be tendering the defense to the general contractor of the Stewarts Bridge-Flat Creek project.

Since you were in trial both days that I tried to contact you, I would appreciate your notifying me promptly if you are unable to grant us an extension period.

Thank you for your courtesies in this matter.

Sincerely,

Mary M. Mertens
Assistant Attorney General

MMM:cg

9755

CENTRAL OREGON CLAIMS

Multiple Line Adjusters

Dennis Branin
Norm Stephens
OWNERS

1720 N.E. Fourth Street
Bend, Oregon 97701
Phone (503) 389-3171

March 8, 1985

Dave Black, Claims Representative
State of Oregon
Risk Management Division
Department of General Services
General Services Building
Salem, Oregon 97310

L18377
DLG

RE: Claim No. : 02-64193
Your No. : Unknown
Insured : Babler Brothers
Claimant : Paul Levatin
Date of Loss: July 1, 1984
Our File : 84-9350-B

Dear Mr. Black:

This will supplement our correspondence to your attention dated February 15, 1985.

We are enclosing a copy of the recorded statement obtained from Mr. Bill Ferguson on March 6, 1985. This is a supplement to the original statement obtained from him and he, again, states that it was the State of Oregon who denied him additional fencing that would have protected this property from the cattle. Based upon this fact, we do feel that it would be your responsibility to handle this claim to conclusion.

Please note that the permanent fencing was put in by a sub-contractor and we are, at this time, attempting to determine who that was so that we can place him on notice as well.

We anticipate your review and response.

Very truly yours,
CENTRAL OREGON CLAIMS

C. W. Bailey

CWB/lm

ENCL: Copy of Recorded Statement

RECEIVED
RISK MANAGEMENT DIVISION
MAR 12 1985
DEPT. OF GENERAL SERVICES

DAVE BLACK
15

CL 1985-0031

March 6, 1985

FILED
MAR 7 1985
BARBARA ROBERTS
SECRETARY OF STATE

CON 5
#9755

Northwest Guard Rail & Supply Co.
3904 N.E. Union Ave.
Portland, OR 97212

Attention: Joe L. Reese

Gentlemen or Ladies:

C
O
P
Y

This will acknowledge your Notice of Claim dated February 26, 1985, concerning the following Highway Division contract:

FILED BY:	Pacific Northwest Guard Rail & Supply Co.
AMOUNT:	$9,571.59 together with interest from November 13, 1984, until paid.
FOR:	Labor and material
AGAINST (Prime contractor)	L. T. Contractors, Inc.
CONTRACT NO.:	9755
PROJECT:	Dayville-Flat Creek Section, John Day Highway, Grant County
SURETY:	Seaboard Surety Company
AGENT:	Robert W. Lagler

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
3-20-85 jr

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: L. T. Contractors, Inc.
P.O. Box 11249
Portland, OR 97211

Seaboard Surety Co.
320 108th Ave., N.E., Suite 401
Bellevue, WA 97004

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

COPY

RECEIVED
MAR 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PACIFIC NORTHWEST GUARD RAIL & SUPPLY CO.
3904 NE UNION AVE.
PORTLAND, OR 97212
(503) 287-2121

SECOND NOTICE OF CLAIM
CHAPTER 279,OREGON REVISED STATUES

TO: Department of Transportation
State of Oregon, Commission Services
Transportation Building
Salem, Oregon 97310
Attn: Robert Gormsen

Betty Roberts, Secretary of State
State of Oregon
State Capitol Building
Salem, Oregon 97310

The following is a claim on the surety bond of a contractor engaged in a public works project, the DAYVILLE-FLAT CREEK project, and the following information is submitted in support of said claim.

1.The name of the undersigned is Pacific Northwest Guard Rail and Supply.

2.The name of the company that ordered the labor and materials from Pacific Northwest Guard Rail and Supply is L.T. CONTRACTORS, located at P.O. Box 11249, Portland, Oregon 97211

3.The name of the general(prime) contractor on the DAYVILLE-FLAT CREEK project is L.T. CONTRACTORS located at P.O. Box 11249, Portland Oregon 97211.

4.The work done, material furnished, or labor and material furnished for the DAYVILLE-FLAT CREEK project by claimant at the request of L.T. Contractors as named in paragraph 2 is: Furnish and install delineators, guard rail and componet parts

5.The amount of the claim asserted by claimant against contractor for labor and/or materials furnished to the Dayville_Flat Creek project, a public works project is: $7617.91 for the original work completed and $1953.68 for guard rail post removed from the project site, for a total for this claim, $9,571.59,with interest thereon at the rate of 9% per annum.

6.The project on which the general contractor has the contract is DAYVILLE-FLAT CREEK and the name of the public body is the Oregon Department of Transportation.

PACIFIC
NORTHWEST
GUARD RAIL & SUPPLY CO.
3904 NE UNION AVE.
PORTLAND, OR 97212
(503) 287-2121

second notice of claim against L.T. Contractors on Dayville-Flat Creek
cont.

7.The bonding(surety)company who has bonded the preformance of the contractor and payment of contractor's obligation on the public works project mentioned above is: Seaboard Surety Company located at 320 108th Avenue N.E. suite 401, Bellevue, Washington 98004.

8.Pacific Northwest Guard Rail and Supply claims against the bond taken from L.T. Contractors, as principal and Seaboard Surety Company as the bonding company as surety for the sum of 9,571.59, together with interest thereon at the legal rate in Oregon of 9% from November 13, 1984 until paid.

Dated this day, the 26th Day of February 1985.

By Joe L. Reese
Joe L. Reese
Owner

CERTIFIED
P 617 626 004
MAIL

RECEIVED
FEB 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

97 [illegible]

CENTRAL OREGON CLAIMS
Multiple Line Adjusters

Dennis Branin
Norm Stephens
OWNERS

1720 N.E. Fourth Street
Bend, Oregon 97701
Phone (503) 389-3171

February 15, 1985

L12377
DWB

Dave Black, Claims Representative
State Of Oregon
Risk Management Division
Department of General Services
General Services Building
Salem, Oregon 97310

RE: Our Claim No. : 02-64193
Our Insured : Babler Brothers
Claimant : Paul Levatin
Date of Loss : July 1984
Your Claim No. : Unknown
Our File No. : 84-9350-B

Dear Mr. Black:

Per your request, please find attached a copy of the statement obtained from Bill Ferguson, superintendent for L & T Contractors, a subsidiary of Babler Brothers, Inc.

If you have any questions, or need further information, please feel free to contact our office.

Very truly yours,
CENTRAL OREGON CLAIMS

C. W. Bailey

CWB/lm

RECEIVED
RISK MANAGEMENT DIVISION
FEB 19 1985
DEPT. OF GENERAL SERVICES

This is C. W. Bailey interviewing Mr. Bill Ferguson, the date is December 17, 1984, and the time is approximately 11:05 a.m. I am taking this interview by phone at 1720 N. E. Fourth Street in Bend, Oregon, and it is concerning an incident that occurred near Dayville, Oregon and the date of this accident was sometime in June or July of 1984. e incident concerns a number of cattle that were allowed to get into Mr. Barry, a . Paul I think it's Levatin, L E V A T I N's property.

Q. Now, Bill, you understand this is a recording?

A: Yes.

Q:q And it is bein made with your permission?

A: Yeah.

Q: Would you stat your full name, please?and spell your last name.

A: William C. Ferguson, F E R G U S O N

Q: And your date birth:

A: October 2nd, .

Q: And your home ress?

A: Ah, Pendleton, egon.

Q: Okay, and are married?

A: Yes, I am.

Q: And your wife's irst name?

A: Constance.

Q: May I have you regon driver's license number, please?

A: Yes, (pause)

Q: What is that?

A: 79451

: Okay, Mr. , you were the partnered superintendent for L & T Contractors, which is a sub iary of Babler Brothers, is that correct?

A: Yeah.

Q: And, on or abo July of 1984 there was an incident concerning a rancher in the Dayville area se crops he is alleging were damaged due to a fence not being put up proper do you remember that incident?

A: Yes, I do.

Q: Okay, and this onged to a Mr. Paul Leaatin, is that how you pronounce his name, L E V A T I N?

A: Yes

Q: He is an absentee owner, I understand, is that correct?

A: Yes.

Q: He lives in California?

A: Ahum.

Q: His property was located right next to the construction site that you were doing at that point?

A: Yes, it was.

Q: And it was necessary for you to remove the fences?

A: Yes.

Q: Why was that?

A: Ah, due to the widening of the grade, the earth work excavation got into the existin fences and th[illegible] had to be removed.

Q: Were you given the okay by the State of Oregon to remove those fences?

A: Yes, we were.

Q: Did they request that you put up some kind of temporary fencing while you were bringing the grade out?

A: A very minimal amount of temporary fencing.

Q: Was it, it wasn't definitely not enough to keep the cattle out?

A: No.

Q: Okay, you in[illegible]ted to me while the recorder was turned off these cattle that got into this ar[illegible]ad not been fed properly at their own place?

A: That is cor[illegible]

breaking

Q: They were [illegible]ng down the fences to get into this area?

A:q Ah not neces[illegible]ly breaking down the fences to get into that area, the fence had been remove[illegible]t, that would have, adjacent to the highway, ah, in the area in question, ye[illegible]

Q: Okay, were [illegible] any fences at all there then?

A: Ah, at times [illegible]e these cattle were confined they were within a fence but it absolutely w[illegible] not hold em, they were hungry to the point that that fence could not hold the[illegible]

Q: And what [illegible] cattle do? They broke down across the road into the next door, next neigh[illegible]ence?

A: Yes

Q: Okay, was there grass and hay in that particular area?

A: Ah, ah there was, he was feeding, he was feeding cattle there.

Q: He was feedi cattle there?

A: Yes.

Q: In that area hen?

A: Ahum, and wh he feeds those hungry ones would just come in regardless...

Q: And they wou eat his hay?

A: Yeah.

Q: But he was, didn't have any actual crop damage then because he had cattle on em, on th property already?

A: Ah, okay, ah when the crop damage occurred or the alleged occurred, was, he had moved his ca le out, and , and the grass had started to grow in the spring, and these cattle ere still hungry to the point that they would anyplace that they could get an ning they were, they were after it, and several times they got into his property nd they would have to be removed.

Q: Who removed em?

A: The owner

Q: The owner o e cattle?

A: Yeah.

Q: Okay, did he anything to try and stop this from happening?

A: Did we?

Q: Yes.

A: No.

Permanent Fencing

Q: Okay, wha t permanent fencing, when did youput it up?

A: Oh, I, I do have those dates, I just can't tell you, it was, it was in the summer when permanent fencing went in.

Q: So you put permanent fencing up sometime in the middle of the summer?

A: Yes.

Q: Did that s he problem and the cattle moving over there?

A: Ah, yes.

Q: Did the rancher that owned the property, the cattle, and I understand his name is Robertson, first name is unknown ....

A: Well, the, I do have the first name.

Q: Okay, what is the first name?

A: The son is Bret, Brent Robertson.

Q: Brent?

A: B R E T T.

Q: B R E T T?

A: Yeah.

Q: Okay, now he was the son of the owner of the property, the cattle were on?

A: Yes, and he was there at the ranch.

X Q: Did he do anything to try and keep the cattle out of there? Out of the neighbors' property?

X A: Ah, other than just herding them out of there horseback occasionally ..

Q: But he did [illegible] move the cattle to another area?

A: Yes, at one time he moved them across the John Day River and ah, but due to the lack of grass new grass at that time those cattle just come right back across the river, they couldn't stay over there.

Putting up permanent fencing

X Q: Now, you did not have authorization from the State of Oregon to put up a more temporary fencing?

X A: No, we went as far as to even request that we put up additional fencing and they told us that they had put up all that they needed and that we were not to put up any more temporary fence.

X Q: Okay, were [illegible] delayed in putting up the permanent fencing?

X A: Ah, yes, considerable delay.

X Q: Why were you [illegible]

X A: We were unable to get any staking on the new right-of-way line.

Q: In other words, there was a dispute as to where the new property line was?

A: Ah, there [illegible] definite delay in staking it. (ahum) Exactly what the problems were, I don't know.

Q: Who was the supervisor as far as the State of Oregon and the inspector on this particular [illegible]

A: Keith Lane was the inspector.

Q: Mr. Lane was the inspector on this job?

A: Yes.

Q: Okay, and he is Ontario?

A: Yes.

Q: Okay, was he ever approached by either rancher and asked to do something about the fencing?

A: I don't know.

Q: Were you ever approached?

A: Nope.

Q: You were never approached by anybody then?

A: Nope.

Q: Okay,from your observations of these cattle and the damage they did, did they eat this crop down, or this hay down pretty bad?

A: Boy, I, I don't know, I'm not a rancher, ah, I, I don't know ~~how~~ long you could pasture on that in the spring before it started to do damage to it, you know what I mean?

Q: Ahum, okay, [illegible] the only reason that the cattle were getting out of the area that they were in this other area is because the delays that you had from the State of Oregon and also the fact that theyt would not allow you to put up any more fencing?

A: Ahum, yes.

Q: Okay, all right, well Mr. Ferguson, did you understand all of the questions I asked

A: Yes, I did.

Q: Were the answers true to the best of your knowledge?

A: Yes.

Q: You understood that this was a recording?

A: Yes.

Q: Okay, this is [illegible]. W. Bailey and I am concluding my interview at this time and it is approximately 11:10 on December 17th, 1984.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-2(11)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10101

2A. COUNTY NAME Grant

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/31/85	Primary 88	Primary 5

10. GENERAL LOCATION:
Dayville - Flat Creek Section

11. GENERAL DESCRIPTION OF WORK
Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Fredrickson's letter of 2/6/85 this will confirm the date of 1/31/85 as date of Notice of Contractor's Claim and authorization to proceed with the necessary work in accordance with the Federal-aid Program Manual at a TEC of $2,500; Federal Funds $2,204.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
FEB 14 '85
REFER TO
Potter
FOR
Info Invest R/O D/R Sign Act File

Orig to
2/14

14. DATE 2/12/85

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF GRANT

PAUL LEVATIN and EVELYN LEVATIN, Husband and Wife Plaintiff	)	
vs.	)	Case No. 9429
STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION Defendant	)	SUMMONS

TO: STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION

_______________, Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to ppear and answer the Complaint filed against you in the above entitled ause within 30 days from the date of service of this Summons upon you; nd if you fail to answer, for want thereof, the plaintiff will apply to he court for the relief demanded therein.

NOTICE TO DEFENDANT:
READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win auto-atically. To "appear" you must file with the court a legal paper called "Motion" or "Answer". The "Motion" or "Answer" must be given to the ourt clerk or administrator within 30 days along with the required filing ee. It must be in proper form and have proof of service on the plaintiff's ttorney or, if the plaintiff does not have an attorney, proof of service on he plaintiff.

If you have questions, you should see an attorney immediately.

BICK & MONTE, P.C.

NOTED
W. E. SCHWARTZ

By: /s/ Claud Ingram
CLAUD INGRAM OSB # 61041

Of Attorneys for Plaintiff
1551 Pearl Street
Fugene, Oregon 97401
Telephone: 484-9444

I HEREBY CERTIFY THAT THE FOREGOING IS A COMPLETE AND EXACT COPY OF THE ORIGINAL THEREOF
Claud Ingram
Attorney for Pl.

Received 2/12/85
1:15 p.m.
Sherri Lewis

orig Sollis
cy Schwartz 2-12

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR GRANT COUNTY

PAUL LEVATIN and EVELYN LEVATIN, husband and wife,

Plaintiffs,

vs

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,

Defendant

NO 9429

COMPLAINT FOR DAMAGES
FOR
BREACH OF CONTRACT

Plaintiffs allege:

I

At all times material herein, the State of Oregon was and is a body politic and the Department of Transportation, Highway Division was and is an agency thereof.

II

At all times material herein, Plaintiffs were the owners of certain real property in Grant County, Oregon on which they grow hay and forage and livestock and which real property is adjacent to U.S. Highway 26, Stewarts Bridge-Flat Creek Section of the John Day Highway.

III

On or about July 1, 1982, Plaintiffs and Defendants entered into a written agreement whereby Plaintiffs agreed to deed to Defendant a portion of their property adjacent to said highway so that it could be widened and as part of said agreement, the Defendant agreed to relocate the permanent fence adjacent to said highway and the Defendant further agreed

> "State also agrees to provide temporary fencing capable of containing cattle in any and all areas where permanent fencing is removed or damaged, due to construction, until such time as permanent fencing is re-established."

IV

The Defendant breached said agreement in that it removed the permanent fencing during the period of road construction during the spring of 1984 and did not provide any temporary fencing during the summer of 1984 during the period of construction.

V

As a direct and proximate result of Defendants breach, Plaintiffs were not able to use the pastures near and adjacent to said highway and cattle running at large did enter upon Plaintiffs property and eat and destroy the forage thereon and Plaintiffs lost the use of said pasture and forage and the hay crop growing thereon and have been damaged thereby in the sum of $12,500.00.

Wherefore, Plaintiffs pray for judgment against the Defendant for the sum of $12,500.00 plus costs incurred herein.

BICK & MONTE, P.C.

BY /s/ Claud Ingram
Claud Ingram OSB # 61041
Attorneys for Plaintiff

I HEREBY CERTIFY THAT THE FOREGOING
IS A COMPLETE AND EXACT COPY OF THE
ORIGINAL THEREOF.
Claud Ingram
Attorney for Pl

9755

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

February ~~1,~~ 11 1985

2-11-85
Fred - this is ok
just need to indicate
venue of doc & action
as in Marion County
R

Mr. Bryant Jackmond
Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Logsdon v. L T Contractors

Dear Bryant:

Attached are affidavits for Mr. Miller and Mr. Hatcher per our conversation of Friday, February 1, 1985. Please have them executed and returned to me as quickly as possible.

Please also have Keith get together sufficient material so that I can understand what is going on in the case.

Very truly yours,

William F. Cloran
William F. Cloran
Assistant Attorney General

WFC/jep

Enclosures

CE.... CAE.... RECEIVED LS.....TC.....
COE.... OM.... SA.....CC.....
OE .... FEB 05 1985 FE.....CP.....
CA............ PQC............
CAM .... CONSTRUCTION QCS............
EEO............ SECTION FILE............

Signed & ret.
to Jackmond
1-11-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF BAKER

HOWARD L. LOGSDON,)
)
Plaintiff,) No. 85-05
)
v.)
)
L T CONTRACTORS, INC., and The) AFFIDAVIT OF
STATE OF OREGON ACTING THROUGH) FRED D. MILLER
ITS DEPARTMENT OF)
TRANSPORTATION,)
)
Defendants.)

STATE OF OREGON)
) ss.
County of Marion)

Affiant being duly sworn deposes and says:

I, Fred D. Miller, am the Director of the Department of Transportation. The Department's principal offices are located at 135 Transportation Building, Salem, Oregon 97310, which is located in Marion County, Oregon.

I have reviewed State Contract No. 9755 which involved work on the Dayville-Flat Creek Section of the John Day Highway in Grant County, Oregon. In connection with the Department's usual practice, contract was awarded to L T Contractors and signed in Marion County, Oregon.

The affiant says no more.

Fred D. Miller
Fred D. Miller

Subscribed and sworn to before me this 11th day of February, 1985.

Frances K. Neavoll
Notary Public for Oregon
My Commission Expires: 8-9-86

RALPH G. MONSON
ATTORNEY AT LAW
1933 First Street
P. O. Box 430
Baker, Oregon 97814

AREA CODE 503
523-4418

JACQUELYN A. FRITZ
Executive Assistant

February 4, 1985

Daniel J. Seifer
Attorney at Law
610 SW Alder Street
Portland, Oregon 97205-3688

RE: Logsdon v L T Contractors & State of Oregon
Baker County No. 85-05
State of Oregon Highway Contract No. 9755

Dear Mr. Seifer:

I am in receipt of your letter of January 31, 1985 with enclosures.

On December 19, 1984 I was present at a meeting between Howard Logsdon and John L. Fisher. Mr. Fisher is apparently the controller for L T Contractors, Inc. At that meeting Mr. Fisher represented that L T Contractors had paid Western Mixing and in fact delivered a letter to Mr. Logsdon on that date which reflected that transaction. Apparently your client has some trouble in paying its bills. This is not the problem of my client. My client recognizes no responsibility for your purchase of rock from Western Mixing.

Very truly yours,

Ralph G. Monson

RGM j
cc: Western Mixing Company
cc: Seaboard Surety Company
~~cc:~~ Robert Gormsen

RECEIVED
FEB 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response
nec.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 21, 1985

In Reply Refer to
File No.: CON 5

L. T. Contractors Inc.
P. O. Box 11249
Portland, OR 97211

Re: Time Extension Request
Dayville-Flat Creek
Contract No. 9755
FAP No. F-88-2(11)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 52 calendar days of contract time due to late receipt of mix design from State (21 days); work performed under Price Agreements 1 through 4 (13 days); work performed under Extra Work Order No. 1 (2 days); increased quantities under bid items 14, 15, 16, 17, 20, 26, 36 and 41 (9 days); subcontractor problems (7 days).

The completion of this project does not appear to have been delayed by the mix design since paving did not commence for more than two weeks after your receipt of the mix designs. This portion of your request is therefore denied.

The work performed under Price Agreements 1 through 4 and Extra Work Order No. 1 did not delay completion of the project and this portion of your request is also denied.

A review of the project records indicates that the bid item quantity overruns listed are incorrect, and that bid item quantity overruns were offset by bid item quantity underruns. Taken as a whole, the variations in bid item quantities on this project do not warrant additional contract time. This portion of your request is denied.

Subcontractor problems are not valid reason for adjustment of contract time and this portion of your request must be denied.

There remains 11 calendar days of liquidated damages under this contract. Should you wish further review of this matter, or to submit additional data, please contact Project Manager Barry Hatcher. Also, your attention is directed to Sections 108.08 and 108.09 of the Division's 1984 Standard Specifications which set forth the notice requirements for requests for adjustment of contract time.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson R. D. Hector/att. Barry Hatcher/att.

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: December 27, 1984

Attn: O. B. Jackmond

SUBJECT: Request for Time Extension
L. T. Contractors
Dayville-Flat Creek Section
Grant County
Contract #9755

Attached for your handling is the subject request along with the Project Manager's analysis.

Region concurs with the Project Manager that no additional time be allowed.

William Anhorn
William G. Anhorn
Region 5 Construction Engineer

WGA/jef

cc: B. N. Hatcher

1-18-85

W. E. Schwartz -

I concur with Region and Project Manager and recommend that this request be denied.

O. B. Jackmond

CE ___ CAE ___ RECEIVED LB ___ TC ___
COE ___ OH ___ SA ___ CC ___
DE ___ DEC 31 1984 FE ___ CP ___
CA ___ POC ___
CAM ___ CONSTRUCTION OCS ___
EEO ___ SECTION FILE ___

9755

CENTRAL OREGON CLAIMS
Multiple Line Adjusters

Dennis Branin
Norm Stephens
OWNERS

1720 N.E. Fourth Street
Bend, Oregon 97701
Phone (503) 389-3171

January 17, 1985

L12377 DB

Risk Management Division
State of Oregon
General Services Building
Salem, Oregon 97310

RE: Crop Damage - Levatin Property
Dayville, Flat Creek Section
John Day, Oregon - Grant County
Contract Number 9755
Our File - 84-9350-B

Gentlemen:

We have investigated the above captioned claim and feel that our insured complied with all of the conditions under the contract.

The insured provided temporary fencing per the contract, however, advised your supervisors and project managers that the temporary fencing was not adequate and they should add more. They were repeatedly denied additional costs to add additional fencing, thereby allowing the damages to occur.

In addition, because of the State of Oregon's negligence in not providing proper right-of-way, the permanent fencing was delayed substantially thereby contributing further to this loss. Based upon these facts, we do not feel that the State of Oregon can contract their negligence to others. Therefore, the State should pick up all costs incurred by our insured in this claim.

We are at this time tendering the claim to you for full adjustment and settlement. Should any suits be brought against our insured, we again look to you for defense costs and any awards that may be granted to the claimant.

Your prompt response would be appreciated.

Very truly yours,
CENTRAL OREGON CLAIMS

C. W. Bailey

C. W. Bailey, Adjuster

CWB/sjt

cc: B. N. Hatcher, Project Manager
Highway Division, Dept. of Transportation
802 E. Idaho Avenue
Ontario, Oregon 97914

RECEIVED
RISK MANAGEMENT DIVISION
JAN 18 1985
DEPT. OF GENERAL SERVICES

CL1985-0006

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 17 1985
BARBARA ROBERTS
SECRETARY OF STATE

January 15, 1985

IN REPLY REFER TO
FILE NO
CON 5
#9755

RECEIVED
JAN 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Western Mixing Co.
PO Box 7335
Eugene, OR 97401

Attention: Scott Benge
General Manager

Gentlemen or Ladies:

This will acknowledge your letter of January 7, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Western Mixing Co.
AMOUNT:	$3,050
FOR:	Material
AGAINST (Prime contractor)	L.T. Contractors, Inc.
CONTRACT NO.:	9755
PROJECT:	Dayville-Flat Creek Section, John Day Highway, Grant County
SURETY:	Seaboard Surety Company
AGENT:	Robert W. Lagler

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

1-25-85 JS

cc: L.T. Contractors, Inc.
PO Box 11249
Portland, OR 97211

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

Western Mixing Co.
P. O. BOX 7335 - EUGENE, OREGON 97401 - (503) 342-4751

January 7, 1985

Commission Services
State of Oregon Highway Department
Room 121 Transportation Building
Salem, OR 97310

Re: Contract No. 9755
Dayville-Flat Creek Section

Dear Sirs:

Please be advised that Western Mixing Co. gives Notice of Claim against the prime contractor and its bonding company for the referenced project in the amount of $3,050.00.

This represents aggregate materials purchased from us to be used on the referenced project.

Please confirm and advise.

Thank you,

WESTERN MIXING CO.

Scott Benge
General Manager

SB/lr

RECEIVED
JAN 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9755 1984

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR GRANT COUNTY

PAUL LEVATIN and EVELYN LEVATIN, husband and wife,)
)
Plaintiffs,)
)
vs)
)
)
STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,)
)
)
Defendant)

NO 9429

COMPLAINT FOR DAMAGES
FOR
BREACH OF CONTRACT

Plaintiffs allege:

I

At all times material herein, the State of Oregon was and is a body politic and the Department of Transportation, Highway Division was and is an agency thereof.

II

At all times material herein, Plaintiffs were the owners of certain real property in Grant County, Oregon on which they grow hay and forage and livestock and which real property is adjacent to U.S. Highway 26, Stewarts Bridge-Flat Creek Section of the John Day Highway.

III

On or about July 1, 1982, Plaintiffs and Defendants entered into a written agreement whereby Plaintiffs agreed to deed to Defendant a portion of their property adjacent to said highway so that it could be widened and as part of said

BICK & MONTE, P.C.
ATTORNEYS AT LAW
1501 PEARL STREET
EUGENE, OREGON 97401
(503) 484-0444

agreement, the Defendant agreed to relocate the permanent fence adjacent to said highway and the Defendant further agreed

> "State also agrees to provide temporary fencing capable of containing cattle in any and all areas where permanent fencing is removed or damaged, due to construction, until such time as permanent fencing is re-established."

IV

A

The Defendant breached said agreement in that it removed the permanent fencing during the period of road construction during the spring of 1984 and did not provide any temporary fencing during the summer of 1984 during the period of construction.

D

V

D

As a direct and proximate result of Defendants breach, Plaintiffs were not able to use the pastures near and adjacent to said highway and cattle running at large did enter upon Plaintiffs property and eat and destroy the forage thereon and Plaintiffs lost the use of said pasture and forage and the hay crop growing thereon and have been damaged thereby in the sum of $12,500.00.

Wherefore, Plaintiffs pray for judgment against the Defendant for the sum of $12,500.00 plus costs incurred herein.

BICK & MONTE, P.C.

BY /s/ CLAUD INGRAM
Claud Ingram OSB # 61041
Attorneys for Plaintiff

I HEREBY CERTIFY THAT THE FOREGOING
IS A COMPLETE AND EXACT COPY OF THE
ORIGINAL THEREOF.
Claud Ingram
Attorney for Pl

1

December 17, 1984

Syro Steel Company Western Division
PO Box 99
Centerville, UT 84014

CON 5
#9755

Attention: J. A. Lewis
Credit Manager

Gentlemen or Ladies:

Thank you for your letter of November 28, 1984, informing us that your claim dated October 23, 1984, against L. T. Contractors has been paid in full.

You state this is in reference to the L. T. Contractors, Inc., Contract No. 9755 for work on the Dayville-Flat Creek Section of the John Day Highway in Grant County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

cc: L. T. Contractors, Inc.
PO Box 11249
Portland, OR 97211

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

NOTED ON CARD
12-17-84 kjm

SYRO STEEL COMPANY WESTERN DIVISIO OX 99 CENTERVILLE, UTAH 84014 TELEPH 01) 292-4461 HOME OFFICE: GIRARD, OHIO

SYRO

November 28, 1984

Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

ATTN: Robert W. Gormsen

RE: File # CON 5; 9755

Gentlemen:

We are happy to advise you that our claim, dated October 23, 1984, against L. T. Contractors and their surety, Seabord Surety Company, has been paid in full.

Thank you for your assistance.

Sincerely,

J.A. Lewis
Credit Manager
Western Division

JAL/bjd

CC: L.T. Contractors - P.O. BOX 11249, Portland, Oregon 97211
Seabord Surety Company - 320 108th Avenue, N.E., Suite 401
Bellevue, Washington 98004

RECEIVED
DEC 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9755

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-88-2(11)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Grant

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10101

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/21/84

8. FEDERAL ROUTE NUMBER: Primary 88

9. STATE ROUTE NUMBER: Primary 5

10. GENERAL LOCATION:

Dayville - Flat Creek Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install bike signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/21/84 as requested in Mr. Fredrickson's letter of 11/26/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $550; Federal Funds $485.

RECEIVED
STATE HWY ENGR
DEC 5 '84
REFER TO Potter
FOR

Info	Invss	R/D	D/R	Sign	Act	File

Orig
12/6

14. DATE: 12/3/84

15. SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible]

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

97

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

November 30, 1984

RECEIVED
STATE HWY ENGR
DEC 5 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In Reply Refer to
File No.:
CON 3

L. T. Contractors Inc.
P. O. Box 11249
Portland, OR 97211

Gentlemen:

Dayville-Flat Creek
FAP No. F-88-2(11)
Contract No. 9755
Wage Rate Violations

A recent investigation by the U. S. Department of Labor on the above listed project disclosed underpayment of wages and Contract Workhours and Safety Standards Act (CWHSSA) violations involving three employees in the amount of $1,404.08. It is my understanding that full restitution has been made to the three employees in that amount.

In our contract documents, Section 107.03 in the Standard Specifications state that, pursuant to ORS 279.316, the contractor is advised that he shall comply fully with ORS 279.334 which states in effect that time and one-half pay shall be paid to any employee employed in excess of eight hours a day or forty hours in any one week, and for work performed on Saturday, Sunday and other listed holidays.

I have computed the overtime hours based on Oregon law and subtracted the amounts already paid as assessed by the Department of Labor. These additional amounts are as follows:

Paul Gibson	$ 44.66
Larry Korhonen	$ 44.66
Alva Muchmore	$129.92

Please provide Mr. Barry Hatcher, our Project Manager, copies of canceled checks as proof of payments made.

As a result of the CWHSSA violations, $200.00 liquidated damages is being assessed.

Sincerely,

J. L. Widmer
EEO, MBE & Labor Compliance
Officer

JLW:mk

bc: Dale E. Wilken, FHWA
R. D. Hector

H. S. Coulter
B. N. Hatcher

Jack Sollis

12041M

Form 734-3122

CL 84-250

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 26, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9755

Ralph G. Monson, P.C.
Attorney at Law
PO Box 430
Baker, OR 97814

Dear Mr. Monson:

This will acknowledge your letter of November 6, 1984, with attached handwritten notes, on behalf of Howard Logsdon concerning the following Highway Division contract:

FILED BY:	Howard Logsdon
AMOUNT:	$35,786.01
FOR:	Labor and materials
AGAINST (Prime contractor)	L. T. Contractors, Inc.
CONTRACT NO.:	9755
PROJECT:	Dayville-Flat Creek Section, John Day Highway, Grant County
SURETY:	Seaboard Surety Company
AGENT:	Robert W. Lagler

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
11-29-84 kjm

cc: L. T. Contractors, Inc.
PO Box 11249
Portland, OR 97211

Seaboard Surety Company
320 108th Ave. NE, Suite 401
Bellevue, WA 98004

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
NOV 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

731-0188

AREA CODE 503
523-4418

RALPH G. MONSON
ATTORNEY AT LAW
1933 First Street
P. O. Box 430
Baker, Oregon 97814

JACQUELYN A. FRITZ
Executive Assistant

November 6, 1984

Robert Gormsen, Manager
Commission Services
Room 121, Transportation Bldg.
Salem, Oregon 97310

RE: Contract No. 9755, John Day Highway
Dayville - Flat Creek Section
Prime Contractor: L-T Contractors
Subcontractor: Howard Logsdon

Dear Mr. Gormsen:

Please be advised that this office represents Howard Logsdon who was a subcontractor of L-T Contractors in connection with the above matter.

My client claims that there is due and owing to him the sum of $35,786.01. He finished his part of the project in late August. The last payment he received was over a month ago.

I am enclosing a photocopy of my handwritten notes showing how we arrived at the balance owing.

I would appreciate your using the powers of your office to the extent allowable by law to insure prompt payment to my client of the amount owed to him.

Your cooperation is appreciated.

Very truly yours,

Ralph G. Monson

Ralph G. Monson

RGM j
Enclosure
cc: Howard Logsdon
cc: Seaboard Surety-Bond #96733484
cc: L-T Contractors, Inc.

RECEIVED
NOV 8 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

L-T Contractors - prime
Howard Logsdon - Sub

Contract # 9755
Dayville - Flat Creek Section
John Day Highway

original contract		$297,072.25
Revision 6/29/84 - add		15,900.00
total		312,972.25
credits - subtract		
Payment	6/11/84	10,000.00
"	6/19/84	38,915.00
"	7/6/84	47,932.90
"	8/3/84	77,780.73
"	7/31/84* contract West. mixing	17,078.50
"	9/14/84	22,981.54
"	10/4/84	64,146.85
Bond	@ 1%	2,970.72
"Extra" - add		
hauling rock at request of L-T		4,620.00
balance due		$35,786.01

RECEIVED
NOV 8 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-252

7

bc: ✓Secretary of State -
Please acknowledge
receipt of the attached
claim on the enclosed
copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 26, 1984

NOV 2[illegible] 1984
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO FILE NO.:
CON 5
#9755

Syro Steel Company
PO Box 99
Centerville, UT 84014

Attention: J. A. Lewis
Credit Manager

Gentlemen or Ladies:

This will acknowledge your letter dated October 23, 1984, with attached invoices, filing a claim against the following Highway Division contract:

FILED BY:	Syro Steel Company
AMOUNT:	$14,151.75
FOR:	Guardrail and accessory materials
AGAINST (Prime contractor)	L. T. Contractors, Inc.
SUBCONTRACTOR:	Pacific Northwest Guardrail and Supply Company
CONTRACT NO.:	9755
PROJECT:	Dayville-Flat Creek Section, John Day Highway, Grant County
SURETY:	Seaboard Surety Company
AGENT:	Robert W. Lagler

Under Oregon law, claimants can file claims against the prime contractor and his performance bond. It is the State's policy not to make payment to claimants. You may wish to contact the surety direct. Their address is listed below.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
11-29-84 kjm

cc: L. T. Contractors, Inc.
PO Box 11249
Portland, OR 97211

Seaboard Surety Company
320 108th Ave. NE, Suite 401
Bellevue, WA 98004

731-0188

SYRO STEEL COMPANY WESTERN DIVISION · BOX 99 CENTERVILLE, UTAH 84014 TELEPHO (801) 292-4461 HOME OFFICE: GIRARD, OHIO

SYRO

CERTIFIED MAIL #553 203 584
RETURN RECEIPT REQUESTED

October 23, 1984

Oregon Department of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Attention: Robert W. Gormsen

Re: OR Contract: #9755
Syro Order: 10-40485
General Contractor: L. T. Contractors, Inc.
Subcontractor: Pacific Northwest Guardrail & Supply Company
Surety: Seaboard Surety Company
Bond#: 967 33484
Amount of Claim: $14,151.75.

Gentlemen:

Please accept this letter and the enclosures as our claim against the subject bond for guardrail and accessory materials we furnished the subcontractor on the project known as Dayville-Flat Creek part of the John Day Highway located in Grant County.

Repeated demands to the subcontractor and the general contractor for payment have been unsuccessful. L. T. Contractors confirmed that they were paid by Oregon DOT in late August. Several assurances of joint payment to Pacific & Syro have not been kept because of their financial problems.

In support of our claim we are enclosing copies of the following documents:
Their Purchase Order #1034--Marked Exhibit "A"
Our Acknowledgements(front & back)--Marked Exhibit "B"
Our invoices--Marked Exhibit "C" & "D"
The Bills of Lading--Marked Exhibits "E", "F" & "G"
Our Certified Contract Statement--Marked Exhibit "H"

We would appreciate it if you were to expedite payment of this claim as promptly as possible since an Oregon statute requires that public contracts contain a condition that the contractor shall make payment promptly to material suppliers and the surety bond is to provide that that condition is faithfully performed and also shall be conditioned to make prompt payment to all persons supplying material to this contractor or his subcontractor for prosecution of the public work.

If there are any questions or if any further documents are required please don't hesitate to let us know immediately.

Sincerely,

J. A. Lewis
Credit Manager
Western Division

JAL/jmj

CC: N. B. Folsom, Jr., Asst. Secry & Credit Manager, Girard, Ohio

Pacific Northwest Guardrail & Supply Co.

L. T. Contractors

Enclosures

RECEIVED
OCT 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EXHIBIT "A"

PURCHASE ORDER

PACIFIC

1904 N.E. UNION AVENUE
PORTLAND, OREGON 97212
(503) 287-2121

Job: Dayville-Flat creek
Prime: L. T. Contractors
OSHD #9755

#1034

TO Syro Steel Company
ADDRESS P. O. Box 99
CITY Centerville, Utah 84014

SHIP TO OSHD Staging Yard on S. Side o
Road(fenced) at M.P. 138 betwee
ADDRESS Dayville and John Day on HWY ?
Contact person is Bill Ferguson
CITY Phone: 503-987-2100

REQ NO	FOR	DATE REQUIRED	TERMS	HOW SHIP	DATE
	OSHD #9755	6/22/84	Joint Check	Truck	6/13/84

	QUANTITY ORDERED	RECEIVED	PLEASE SUPPLY ITEMS LISTED BELOW	PRICE		UNIT
1	2,000LF		Type 2A Guardrail	6,200.	00	3.10LF
2	475LF		Anchor Punched Rail for Type 1 Anchor	1,733.	75	3.65LF
3	38EA		Type C End Pieces	1,900.	00	50.00EA
4	41EA		Type 1 Anchors	3,075.	00	75.00EA
5	8EA		Terminal Connectors W/ Hardware	200.	00	25.00EA
6	4EA		Bridge Connections Detail B,Case 4, Drawing#23257	500.	00	125.00EA
7	3EA		Type 2 ANCHORS	360.	00	120.00EA
8	37.5LF		Type 2 Anchor Punched Rail	136.	88	3.65LF
9			TOTAL AMOUNT DUE $	14,105.	63	
10						
11			PLEASE PUT WITH TRUCKLOAD AND DROP OFF AT DAYVILLE			
12						
13			MUST MEET THE PLANS AND SPECIFICFATIONS OF THE			
14			WASHINGTON STATE HIGHWAY DEPARTMENT!			
15						
16			CERTIFICATIONS ARE REQUIRED!			
17						
18						
19						
20						
21						
22						

RECEIVED
OCT 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IMPORTANT

OUR ORDER NUMBER MUST APPEAR ON ALL INVOICES, PACKAGES, ETC.

PLEASE NOTIFY US IMMEDIATELY IF YOU ARE UNABLE TO SHIP COMPLETE ORDER BY DATE SPECIFIED

PLEASE SEND 3 COPIES OF YOUR INVOICE WITH ORIGINAL BILL OF LADING

PURCHASING AGENT

1H 146

ORIGINAL

SYRO
Centerville, Utah

EXHIBIT "B"

SYRO STEEL COMPANY

WESTERN DIVISION
BOX 99, CENTERVILLE, UTAH 84014
(801) 292-4461

MAILED JUN 29 1984

CUSTOMER	PACIFIC NORTHWEST GUARDRAIL 3904 N. E. UNION AVE. PORTLAND, OREGON 97212 (Page 1 of 2)
SHIP TO	Oregon DOT Staging Yard on South Side of Road at M. P. 138, Between Dayville and John Day on Highway 26 (503)987-2100 Bill Ferguson

OUR DATE	OUR ORDER NO.	YOUR DATE	YOUR ORDER NO.	SHIP FROM	
6/21/84	10-40485	6/28/84	1034	Centerville	F.O.B. SHIPPING POINT ☐ XXX FREIGHT INCLUDED IN PRICE ☐ XXX COLLECT ☐ PREPAID ☐ XXX

INTERNAL SCHEDULING	ROUTING	TERMS—½% 10, NET 30	SHIPPED ON	SHIPPED VIA
W/O 7/2/84	Truck			

PRODUCTS SYRO DEEP BEAM GUARDRAIL, GALVANIZED

PROJECT Oregon #9755
Dayville - Flat Creek
Oregon

INVOICE NO.

INVOICE DATE

ITEM	NO. PIECES	UNIT LENGTH	GAGE		ITEM WGT.	QUANTITY	PRICE	AMOUNT
1.	38	12'6"	12	Metal Beam Guardrail SK-2257 Punched for Anchor		475'	$3.90/LF	
2.	3	12'6"	12	Metal Beam Guardrail SK-5457 Punched for Anchor		37.5'	$3.90/LF	
3.	160	12'6"	12	Metal Beam Guardrail 6'3" CC SK-1003		2000'	$3.15/LF	
4.	41			Type 1 Anchors Consisting of the Following Per Assembly:		41 Ea.	$78.00/Ea.	
	1			SK-1226 Anchor Plate				
	1			SK-2217 Anchor Cable				
	1			SK-2252 Post Pipe Sleeve				
	1			SK-2253 Post Bearing Plate				
5.	3			Type 2 Anchors Consisting of the Following Per Assembly:		3 Ea.	$125.00/Ea.	
	1			Anchor Rod Unit SK-5466				
	1			Anchor Rod SK-1202A				
	1			Turnbuckle SK-1202B				
	1			Eye Anchor Rod SK-1202C				
	1			Screw Pin Shackle SK-1202D				
	1			Concrete Rebar Sk-1227				
6.	8			SK-1178 Terminal		8 Ea.	$25.00/Ea.	
8.	38			SK-2415 Terminal		38 Ea.	$50.00/Ea.	

RECEIVED
OCT 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

This constitutes acceptance of your order and confirmation of this contract in accordance with conditions wh[illegible] the reverse side [illegible]acknowledgment. Please compare details hereon with your purchase order and advise us if we have not entered y[illegible].

Sales Department

SYRO
Centerville, Utah

SYRO STEEL COMPANY

WESTERN DIVISION
BOX 99, CENTERVILLE, UTAH 84014
(801) 292-4461

CUSTOMER PACIFIC NORTHWEST GUARDRAIL (Page 2 of 2)	SHIP TO

OUR DATE	OUR ORDER NO.	YOUR DATE	YOUR ORDER NO.	SHIP FROM	
6/21/84	10-40485	6/28/84	1034	Centerville	F.O.B. SHIPPING POINT ☐ FREIGHT INCLUDED IN PRICE ☐ COLLECT ☐ PREPAID ☐

INTERNAL SCHEDULING	ROUTING	TERMS—½% 10, NET 30	SHIPPED ON	SHIPPED VIA
W/O				

PRODUCTS

INVOICE NO.

INVOICE DATE

PROJECT

ITEM	NO. PIECES	UNIT LENGTH	GAGE		ITEM WGT.	QUANTITY	PRICE	AMOUNT
HARDWARE: (GALV)								
1.	365	Post Bolt 5/8 X 18"						
2.	1610	Splice Bolt 5/8 X 1-1/4						
3.	812	5/8 Cut Washer						
4.	441	SK-4025A Rect. Washer						
5.	2092	5/8 Recessed Nuts						
6.	330	5/8 Hex Nuts						
7.	330	Hex Bolt 5/8 X 1-3/4						
8.	76	Post Bolts 5/8 X 10"						
9.	41	5/8 X 2" Splice Bolt						

CERTIFY

APPROX. SHIPPING WEIGHT - 24,000#

QUOTED TO SHIP WITH A TRUCKLOAD

RECEIVED
OCT 25 198
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GJJ/lp

This constitutes acceptance of your order and confirmation of this contract in accordance with conditions which appear on the reverse side of this acknowledgment. Please compare details hereon with your purchase order and advise us if we have not entered your order correctly.

Sales Department

[illegible] VOICE, [illegible]

EXHIBIT "B"

SYRO
Centerville, Utah

SYRO STEEL COMPANY

WESTERN DIVISION
BOX 99, CENTERVILLE, UTAH 84014
(801) 292-4461

CUSTOMER	SHIP TO
PACIFIC NORTHWEST GUARD RAIL 3904 N.E. Union Avenue Portland, Oregon 97212	MAILED JUL 17 1984 (503)987-2100 Bill Ferguson

OUR DATE	OUR ORDER NO.	YOUR DATE	YOUR ORDER NO.	SHIP FROM	
7/17/84	Add #1 10-40485	8/17/84	1034	Centerville	F.O.B. SHIPPING POINT ☒ FREIGHT INCLUDED IN PRICE ☒ COLLECT ☐ PREPAID ☒

INTERNAL SCHEDULING	ROUTING	TERMS—½% 10, NET 30	SHIPPED ON	SHIPPED VIA
W/O 8/13/84	Truck			

PRODUCTS SYRO DEEP BEAM GUARD RAIL, GALVANIZED

PROJECT Oregon #9755
Dayville - Flat Creek
Oregon

INVOICE NO.

INVOICE DATE

ITEM	NO. PIECES	UNIT LENGTH	GAGE		ITEM WGT.	QUANTITY	PRICE	AMOUNT
1.	4			Bridge Connections Consistin of the Following Per Assembly:		4 Ea.	$125.00/Ea.	
	1	6'0"	10	Metal Beam Guard Rail SK5460				
	1			SK1438 Terminal				
	1			W8 X 31# Post Per Eng. Details (Oregon Drawing 23257)				

CERTIFY

APPROXIMATE SHIPPING WEIGHT - 500#

RECEIVED
OCT 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GJJ/mce

THANK YOU!!!

This constitutes acceptance of your order and confirmation of this contract in accordance with conditions which appear on the reverse side of this acknowledgment. Please compare details hereon with your purchase order and advise us if we have not entered your order correctly.

Sales Department
SYRO STEEL COMPANY

THIS IS NOT [illegible] EXHIBIT "B" [illegible]

SYRO

Centerville, Utah

SYRO STEEL COMPANY

WESTERN DIVISION

BOX 99, CENTERVILLE, UTAH 84014

(801) 292-4461

CUSTOMER	SHIP TO
PACIFIC NORTHWEST GUARDRAIL 3904 N. E. UNION AVE. PORTLAND, OREGON 97212	(503)987-2100 Bill Ferguson

OUR DATE	OUR ORDER NO.	YOUR DATE	YOUR ORDER NO.	SHIP FROM	F.O.B. SHIPPING POINT XXX FREIGHT INCLUDED IN PRICE XXX COLLECT ☐ PREPAID XXX
8/6/84	Add #1 Revised 10-40485	8/6/84	1034	Centerville	

INTERNAL SCHEDULING	ROUTING	TERMS—½% 10, NET 30	SHIPPED ON	SHIPPED VIA
W/O XXX D/O 8/7/84	Truck			

PRODUCTS SYRO DEEP BEAM GUARDRAIL, GALVANIZED

Oregon #9755
Dayville - Flat Creek

PROJECT Oregon

INVOICE NO.

INVOICE DATE

ITEM	NO. PIECES	UNIT LENGTH	GAGE		ITEM WGT.	QUANTITY	PRICE	AMOUNT
1.	4			Bridge Connections Consisting of the Following Per Assembly:		4 Ea.	$45.00/Ea.	
	1	6'0"	10	Metal Beam Guardrail SK-5460				
	1			SK-1438 Terminal				

CERTIFY

APPROX. SHIPPING WEIGHT - 340#

RECEIVED
OCT 25 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GJJ/lp

This constitutes acceptance of your order and confirmation of this contract in accordance with conditions which appear on the reverse side of this acknowledgment. Please compare details hereon with your purchase order and advise us if we have not entered your order correctly.

Sales Department

SYRO
Centerville, Utah

OFFICE INVOICE

EXHIBIT "C"

SYRO STEEL COMPANY

WESTERN DIVISION
BOX 99, CENTERVILLE, UTAH 84014
(801) 292-4461

CUSTOMER PACIFIC NORTHWEST GUARDRAIL 3904 N. E. UNION AVE. PORTLAND, OREGON 97212 (Page 1 of 2)	SHIP TO Oregon DOT Staging Yard on South Side of Road at M. P. 138, Between Dayville and John Day on Higiway 26 (503)987-2100 Bill Ferguson

OUR DATE	OUR ORDER NO.	YOUR DATE	YOUR ORDER NO.	SHIP FROM	
6/21/84	10-40485	6/28/84	1034	Centerville	F.O.B. SHIPPING POINT ☐ XXX FREIGHT INCLUDED IN PRICE XXX COLLECT ☐ PREPAID ☐ XXX

INTERNAL SCHEDULING	ROUTING	TERMS—½% 10, NET 30	SHIPPED ON	SHIPPED VIA
W/O 7/2/84	Truck		7/6/84	PH

PRODUCTS SYRO DEEP BEAM GUARDRAIL, GALVANIZED

INVOICE NO. 7071

INVOICE DATE 7/6/84

Oregon #9755
Dayville - Flat Creek
PROJECT Oregon

ITEM	NO. PIECES	UNIT LENGTH	GAGE		ITEM WGT.	QUANTITY	PRICE	AMOUNT
1.	38	12'6"	12	Metal Beam Guardrail SK-2257 Punched for Anchor		475'	$3.90/LF	$ 1,852.50
2.	3	12'6"	12	Metal Beam Guardrail SK-5457 Punched for Anchor		37.5'	$3.90/LF	146.25
3.	160	12'6"	12	Metal Beam Guardrail 6'3" CC SK-1003		2000'	$3.15/LF	6,300.00
4.	41			Type 1 Anchors Consisting of the Following Per Assembly:		41 Ea.	$78.00/Ea.	3,198.00
	1			SK-1226 Anchor Plate				
	1			SK-2217 Anchor Cable				
	1			SK-2252 Post Pipe Sleeve				
	1			SK-2253 Post Bearing Plate				
5.	3			Type 2 Anchors Consisting of the Following Per Assembly:		3 Ea.	$125.00/Ea.	375.00
	1			Anchor Rod Unit SK-5466				
	1			Anchor Rod SK-1202A				
	1			Turnbuckle SK-1202B				
	1			Eye Anchor Rod SK-1202C				
	1			Screw Pin Shackle SK-1202D				
	1			Concrete Rebar Sk-1227				
6.	8			SK-1178 Terminal		8 Ea.	$25.00/Ea.	200.00
8.	38			SK-[illegible]415 Terminal		38 Ea.	$50.00/Ea.	1,900.00

RECEIVED
OCT 25 198
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLAIMS FOR SHORTAGE, ERRORS OR CORRECTIONS SHOULD BE MADE IN WRITING WITHIN 7 DAYS AFTER RECEIPT OF GOODS FOR ALLOWANCES. PAST DUE INVOICES ARE SUBJECT TO INTEREST CHARGED AT THE RATE OF 1½% PER MONTH.

PLEASE RETURN GREEN COPY OF INVOICE WITH REMITTANCE.

Sales Department

OFFICE INVOICE

SYRO
Centerville, Utah

SYRO STEEL COMPANY

WESTERN DIVISION
BOX 99, CENTERVILLE, UTAH 84014
(801) 292-4461

CUSTOMER PACIFIC NORTHWEST GUARDRAIL (Page 2 of 2)	SHIP TO

OUR DATE	OUR ORDER NO.	YOUR DATE	YOUR ORDER NO.	SHIP FROM	
6/21/84	10-40485	6/28/84	1034	Centerville	F.O.B. SHIPPING POINT ☐ FREIGHT INCLUDED IN PRICE ☐ COLLECT ☐ PREPAID ☐

INTERNAL SCHEDULING	ROUTING	TERMS—½% 10, NET 30	SHIPPED ON	SHIPPED VIA
W/O				

PRODUCTS	INVOICE NO. 7071
PROJECT	INVOICE DATE 7/6/84

ITEM	NO. PIECES	UNIT LENGTH	GAGE		ITEM WGT.	QUANTITY	PRICE	AMOUNT

HARDWARE: (GALV)

1. 365 Post Bolt 5/8 X 18"
2. 1610 Splice Bolt 5/8 X 1-1/4
3. 812 5/8 Cut Washer
4. 441 SX-4025A Rect. Washer
5. 2092 5/8 Recessed Nuts
6. 330 5/8 Hex Nuts
7. 330 Hex Bolt 5/8 X 1-3/4
8. 76 Post Bolts 5/8 X 10"
9. 41 5/8 X 2" Splice Bolt

RECEIVED
OCT 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFY

APPROX. SHIPPING WEIGHT - 24,000#

QUOTED TO SHIP WITH A TRUCKLOAD

BILL OF LADING # 785-1753
RELEASE # 1

TOTAL INVOICE AMOUNT $ 13,971.75

GJJ/lp

MAILED JUL 10 1984

CLAIMS FOR SHORTAGE, ERRORS OR IMPERFECTIONS SHOULD BE MADE IN WRITING WITHIN 7 DAYS AFTER RECEIPT OF GOODS FOR ALLOWANCES. PAST DUE INVOICES ARE SUBJECT TO INTEREST CHARGED AT THE RATE OF 1½% PER MONTH.

PLEASE RETURN GREEN COPY OF INVOICE WITH REMITTANCE

Sales Department

EXHIBIT "D"

SYRO
Centerville, Utah

SYRO STEEL COMPANY

WESTERN DIVISION
BOX 99, CENTERVILLE, UTAH 84014
(801) 292-4461

5400

CUSTOMER	SHIP TO
PACIFIC NORTHWEST GUARDRAIL 3904 N. E. UNION AVE. PORTLAND, OREGON 97212	- S A M E - (503)987-2100 Bill Ferguson

OUR DATE	OUR ORDER NO.	YOUR DATE	YOUR ORDER NO.	SHIP FROM	
8/6/84	Add #1 Revised 10-40485	8/6/84	1034	Centerville	F.O.B. SHIPPING POINT XXX FREIGHT INCLUDED IN PRICE XXX COLLECT ☐ PREPAID XXX

INTERNAL SCHEDULING	ROUTING	TERMS—½% 10, NET 30	SHIPPED ON	SHIPPED VIA
W/O XXX D/O 8/7/84	Truck		8/8/84	Ryder/PIE

PRODUCTS SYRO DEEP BEAM GUARDRAIL, GALVANIZED

Oregon #9755
Dayville - Flat Creek
PROJECT Oregon

INVOICE NO. 8077

INVOICE DATE 8/8/84

ITEM	NO. PIECES	UNIT LENGTH	GAGE		ITEM WGT.	QUANTITY	PRICE	AMOUNT
1.	4			Bridge Connections Consisting of the Following Per Assembly:		4 Ea.	$45.00/Ea.	$ 180.00
	1	6'0"	10	Metal Beam Guardrail SK-5460				
	1			SK-1438 Terminal				

TOTAL INVOICE AMOUNT. . . . .$ 180.00

CERTIFY

APPROX. SHIPPING WEIGHT - 340#

Bill of Lading #8842099
Release #1

RECEIVED
OCT 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MAILED AUG - 9 1984

GJJ/lp

CLAIMS FOR SHORTAGE, ERRORS OR IMPERFECTIONS SHOULD BE MADE IN WRITING WITHIN 7 DAYS AFTER RECEIPT OF GOODS FOR ALLOWANCES. PAST DUE INVOICES ARE SUBJECT TO INTEREST CHARGED AT THE RATE OF 1½% PER MONTH.

PLEASE RETURN GREEN COPY OF
INVOICE WITH REMITTANCE.
Thank You.

Sales Department

EXHIBIT "E"

SHEET 1 OF 2

CARRIER - P & H TRUCKING

CARRIER'S NO

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading

AT **CENTERVILLE, UTAH** 6 JULY 19 84 FROM SYRO STEEL SHIPPER'S NO 7841753

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee—For purposes of notification only.)

CONSIGNED TO	~~XXXXX~~ PACIFIC NORTHWEST GUARDRAIL		
DESTINATION	PORTLAND	STATE OREGON	COUNTY
DELIVERY ADDRESS	3904 N.E. UNION AVE.		
ROUTE			
DELIVERING CARRIER		CAR NO. 69	
ATTENTION:		PHONE NO. 503-287-2121	
INSTRUCTIONS			

RECEIVED
OCT 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CUSTOMER: SAME JOB. SEE BLEOW P.O.

NO. PKGS.	KIND OF PACKAGE, DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	*WEIGHT (SUB. TO COR.)	CLASS OR RATE	CK. COL.
10-	40484 R1 PO 1032 12,750			
10-	40502 R1 PO 1035 7,100			
10-	40503 R1 PO 1036 3,100			
10-	40504 R1 PO 1037 975			
7	Bdl's Galv Steel Hwy Guardrail			
5	Pallets Misc Guardrail Parts & Hardware			
		23,925		

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of Consignor)

PREPAID ☒ XXX

COLLECT ☐

Received $ ____________ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier

PER ____________
(The signature here acknowledges only the amount prepaid).

Charges Advanced $

C.O.D. AMT.$ ______

COD FEE ______

FREIGHT CHARGES ______

TOTAL CHARGES $ ______

*If the shipment moves between two ports by a carrier by water the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight".

NOTE: Where the rate is dependent on value shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
per

† The fibre boxes used for this shipment conform to the specifications set forth in the box maker's certificate thereon, and all other requirements of Uniform Freight Classification

† Shipper's imprint in lieu of stamp not a part of bill of lading approval by the Interstate Commerce Commission

REMIT TO SYRO STEEL CO. SHIPPER'S NO. 7841754

SYRO STEEL COMPANY SHIPPER, PER GARLICK R.S.

AGENT, PER Richard Monat

Permanent post-office address of shipper. P.O. BOX 99 CENTERVILLE, UTAH 84014 (801) 292-4461

(This Bill of Lading is to be signed by the shipper and agent of the carrier issuing same).

EXHIBIT "F"

SHEET 2 OF 2

CARRIER P & H TRUCKING CARRIER'S NO

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading

AT CENTERVILLE, UTAH 6 JULY 19 84 FROM SHIPPER'S NO 7841X750 3

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee—For purposes of notification only.)

CONSIGNED TO

DESTINATION STATE COUNTY

DELIVERY ADDRESS

ROUTE

DELIVERING CARRIER CAR NO 6A

ATTENTION PHONE NO

INSTRUCTIONS

RECEIVED
OCT 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CUSTOMER JOB P.O.

NO. PKGS.	KIND OF PACKAGE, DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	WEIGHT (SUB TO COR.)	CLASS OR RATE	CK COL.
	DROP			
	PACIFIC NORTHWEST GUARDRAIL			
	C/O OREGON D.O.T.			
	STAGING YARD ON SOUTH SIDE OF ROAD AT MILE POST 138, HWY 26			
	BETWEEN X DAYVILLE & JOHN DAY, OREGON			
	ATT: BILL FERGUSON 503-987-2100			
	10-40485 R1 PO 1034			
4	Bdl's Galv Steel Hwy Guardrail			
4	PALLETS MISC GUARDRAIL PARTS & HARDWARE	24,000		
	TOTAL WT.	47,925		

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of Consignor)

PREPAID XXX

COLLECT ☐

Received $ __________ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier

PER __________
(The signature here acknowledges only the amount prepaid).

Charges Advanced $

C.O.D. AMT $

COD FEE

FREIGHT CHARGES

TOTAL CHARGES $

*If the shipment moves between two ports by a carrier by water the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight"

NOTE: Where the rate is dependent on value shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

† The fibre boxes used for this shipment conform to the specifications set forth in the box maker's certificate thereon, and all other requirements of Uniform Freight Classification

† Shipper's imprint in lieu of stamp not a part of bill of lading approval by the Interstate Commerce Commission

REMIT TO SYRO STEEL CO. SHIPPER'S NO. 7841753

SYRO STEEL COMPANY SHIPPER, PER GARLICK R. S.

AGENT, PER Richard M. [illegible]

Permanent post-office address of shipper. P.O. BOX 99 CENTERVILLE, UTAH 84014 (801) 292-4461

(This Bill of Lading is to be signed by the shipper and agent of the carrier issuing same)

EXHIBIT "G"

6

CARRIER RYDER/PIE CARRIER'S NO.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading

AT CENTERVILLE, UTAH 8 AUGUST 19 84 FROM SYRO STEEL SHIPPER'S NO 8842099

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee—For purposes of notification only.)

CONSIGNED TO PACIFIC NORTHWEST GUARDRAIL

DESTINATION PORTLAND STATE OREGON COUNTY ZIP: 97212

DELIVERY ADDRESS 3904 N.E. UNION AVE.

ROUTE

DELIVERING CARRIER CAR NO.

ATTENTION BILL FERGUSON PHONE NO (503) 987-2100

INSTRUCTIONS

RECEIVED
OCT 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CUSTOMER: SAME JOB 10-40485-I REVISED R2 P.O. 1034

NO. PKGS.	KIND OF PACKAGE, DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	*WEIGHT (SUB. TO COR.)	CLASS OR RATE	CK. COL.
1	BUNDLES GALV. STEEL HWY GUARDRAIL & ENDS	340		

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of Consignor)

PREPAID ☒ XXXXX

COLLECT ☐

Received $ ________ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier

PER
(The signature here acknowledges only the amount prepaid).

C.O.D. AMT.$

COD FEE

FREIGHT CHARGES

TOTAL CHARGES $

Charges Advanced $ 84.31

REMIT TO SYRO STEEL CO.

SHIPPER'S NO. 8842099

*If the shipment moves between two ports by a carrier by water the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight"

NOTE: Where the rate is dependent on value shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
per

† The fibre boxes used for this shipment conform to the specifications set forth in the box maker's certificate thereon, and all other requirements of Uniform Freight Classification
† Shipper's imprint in lieu of stamp not a part of bill of lading approval by the Interstate Commerce Commission

SYRO STEEL COMPANY SHIPPER, PER OLSEN AGENT, PER

Permanent post-office address of shipper. P.O. BOX 99 CENTERVILLE, UTAH 84014 (801) 292-4461 (This Bill of Lading is to be signed by the shipper and agent of the carrier issuing same).

EXHIBIT "H"

RECEIVED
OCT 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

In account with:
Pacific Northwest Guardrail
& Supply Company

Project: #9755

Syro Job # 10-40485

L. T. Contractors- Inc.----------------------------------Prime Contractor

Past Due Balance from Pacific Northwest Guardrail & Supply Company
Material: guardrail & accessories

CONTRACT STATEMENT

INVOICE DATE	INVOICE #	INVOICE AMOUNT
7/6/84	7071	$13,971.75
8/8/84	8077	180.00

TOTAL BILLING TO: Pacific Northwest Guardrail	$14,151.75
LESS PAYMENT RECEIVED:	-0-
LESS CREDITS:	-0-
PAST DUE BALANCE FROM	$14,151.75

I CERTIFY THAT THE ABOVE IS A TRUE ACCOUNTING OF THE BALANCE DUE ON THE SUBJECT PROJECT.

10/23/84
DATE

J. A. Lewis
J. A. LEWIS
CREDIT MANAGER
WESTERN DIVISION

Subscribed and sworn to before me this 22nd day of Oct., 19 84 by Wendell V. Garlick

NOTARY PUBLIC
DAVIS COUNTY
WENDELL V. GARLICK
Exp. 8-1-85
STATE OF UTAH

Wendell V. Garlick
Notary Public

CL 84-251

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

D
NOV 2[illegible] 1984
NORMA PAULUS
SE[illegible]

November 26, 1984

IN REPLY REFER TO FILE NO.:
CON 5
#9755

Pacific Northwest Guardrail & Supply Co.
3904 NE Union Avenue
Portland, OR 97212

Attention: Joe L. Reese

Gentlemen or Ladies:

This will acknowledge your letter of November 5, 1984 filing a claim against the following Highway Division contract:

FILED BY: Pacific Northwest Guardrail & Supply Co.

AMOUNT: $21,309.75

FOR: Labor and materials

AGAINST (Prime contractor) L.T. Contractors, Inc.

CONTRACT NO.: 9755

PROJECT: Dayville-Flat Creek Section, John Day Highway, Grant County

SURETY: Seaboard Surety Company

AGENT: Robert W. Lagler

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
11-29-84 kjm

cc: L.T. Contractors, Inc.
PO Box 11249
Portland, OR 97211

Seaboard Surety Company
320 108th Ave. NE, Suite 401
Bellevue, WA 98004

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
NOV 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

721-0188

PACIFIC
NORTHWEST
GUARD RAIL & SUPPLY CO.
3904 NE UNION AVE.
PORTLAND, OR 97212
(503) 287-2121

November 5, 1984

Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Dear Mr Gormsen

This notice is given that Pacific Northwest Guardrail and Supply Company has a claim in the amount of 21,309.75, against LT Contractors, Inc. and Seaboard Surety Company for additional labor and materials for work done on the Dayville-Flat Creek section of the John Day Highway in Grant County, OSHD contract # 9755.

The additional work done on the above project includes:

1. Moving space blocks from the back of the posts to their final location between the posts and guardrail.
2. Adjusting the elevation of the posts and rail as a result of grade changes directed by the Oregon State Highway Department.

I ask for your assistance in resoving this matter, If you should have further questions, please feel free to call me at the above telephone number.

Sincerely

Joe L. Reese

Joe L. Reese
Owner

RECEIVED
NOV 7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

97–5 (

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
802 East Idaho Avenue
Ontario, OR   97914

In Reply Refer to
File No.:

November 5, 1984

RECEIVED
RISK MANAGEMENT DIVISION
NOV 08 1984

DEPT. OF GENERAL SERVICES
NOV 09 [illegible]4 NL

David L. Black
Claims Representative
Risk Management Division
Department of General Services
Salem, OR   97310

Re: Your Claim Number: L18377
Claimant: Dr. Paul Levatin

Dear Mr. Black:

I am in receipt of your letter and memo dated October 1 and October 10, 1984 respectively, concerning the above claim. I will attempt to answer your specific questions and add what information I can that may assist you in settling this claim.

1. Contractor's name and address:
   L.T. Contractors, Inc.
   P.O. Box 11249
   Portland, OR   97211

2. The highway was widened through this area to a finished overall pavement width of approximately 10 feet more than the existing. The fence was removed and replaced further out to allow for the extra width required for cut and fill slopes and an irrigation ditch that had to be relocated.

3. I believe that the 25 acres in question may include the field to the east of the alfalfa that to my knowledge has no history of being harvested for hay.

4. Essentially, the fence on the affected property would have just been moved 15 feet or so further back from the highway, not changing the general configuration of the parcel.

5. As near as I can tell from our project records, the existing fence on the Levatin property was removed about the first week in April of this year. Temporary fencing was not installed on this property. Construction work started on the project March 14, 1984. Permanent fencing was staked on the Levatin property June 11, 1984 and not installed by the subcontractor until August 2, 1984.

RISK MANAGEMENT DIV.
[illegible] 0 1984
DAVE BLACK

6. The first time Dr. Levatin's ranch manager contacted me by phone was July 9, 1984 concerning damage to hay crop. I found an entry on a daily progress report dated May 16, 1984 where he had contacted the project inspector requesting temporary fence be installed. This is the only request made on the project that I have record of. All other contacts made to the contractor or us by the ranch manager were threats to stop work on the project until they received restitution for damages. The John Day Highway Maintenance office has no record of any calls from the Doctor or his ranch manager.

Enclosed for your perusal are a sketch map and copies of photographs taken of the first cutting of hay from the field showing a number of large round bales. As you can see from the photos, the alfalfa is limited. Cows eating green alfalfa normally bloat and die, which none did in this case. These photos were taken around the first part of July when all neighboring ranches were making the first cutting of hay. I found an entry in my project diary showing another cutting of the same field had been made around September 24, 1984. According to the county extension agent, only two cuttings of hay are made on this field and this year was reported to be a poor one for hay production. Perhaps this evidence will reduce the amount of our liability. ⊛

Also enclosed is a letter to the Region Engineer dated August 15, 1984 explaining some of the events and circumstances that led up to the loss.

If you need any additional information or I can be of further assistance, please contact me.

Truly yours,

B.N. Hatcher

B.N. Hatcher
Project Manager

BNH/clb

cc: Region Engineer w/attachments

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

r11

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Grant	DIVISION Oregon

IN COMPANY WITH
Unaccompanied. Discussed with B. Hatcher, Project Manager and B. Anhorn, Region 5 Construction Engineer, OSHD

DATE OF INSPECTION 10/25/84	INSPECTION MADE BY D. B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	PROJECT NO. F-88-2(11)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK UnSatisfactory	TIME ELAPSED 107 %	WORK COMPLETED 100 %

DAYVILLE - FLAT CREEK SECTION
JOHN DAY HIGHWAY
Grading & Paving

This project provided for the widening and paving of this 6.14 mile section of the John Day Highway.

The project was completed on September 20, 1984 at which time 13 additional days beyond the allotted contract time had been used. The project will overrun the project authorization by approximately 2 percent.

All project signing and striping is complete.

Some of the emulsion samples for the base lift of paving failed to pass specification requirements. Some test results varied widely from the test results which would normally be expected for the material specified. This matter is now under review. Some coring of the pavement may be necessary to ascertain the quality of the material used.

Acceptance of this project is not recommended until the quality of the emulsified asphalt furnished to the project can be certified to be acceptable.

The ride obtained on the wearing course is very acceptable and the overall appearance of the project is good.

NOTED
W. E. SCHWARTZ

Cy
12/6

RECEIVED
STATE HWY ENGR
DEC 5 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA-1446A
(Rev. 2-84)

VICTOR ATIYEH
GOVERNOR

Department of General Services

GENERAL SERVICES BUILDING, SALEM, OREGON 97310 PHONE 503—378-6315

October 1, 1984

Barry Hatcher
Oregon State Highway Department
802 E. Idaho Avenue
Ontario, OR 97914

Re: Our Claim Number: L18377
Claimant: Dr. Paul Levatin

Dear Mr. Hatcher:

We have received your letter and attached correspondence which makes a claim against the State of Oregon for loss of pasture and the loss of hay. It appears the loss by claimant is due to the lack of the temporary fencing which would restrict the movement of his cattle.

Your help in providing the following information would assist us in determining our responsibility. Could you please advise the contractor's name, his address, and the contract number. After accepting responsibility for the temporary fencing, was this obligation passed on to the contractor? If not, was there a reason for not having the contractor do this portion of the job?

Please advise what was done to the highway.

Describe Dr. Levatin's property in relation to the highway before and after construction. A diagram would help showing the highway and fence before and after the project and where the temporary fence was intended to be placed. Could the diagram show the 25 acres mentioned in Dr. Levatin's letter which represents his hay loss.

There appears to have been a delay in the temporary fence placement. It would appear the prudent thing to have done would be the installation of the temporary fence prior to the removal of the old fence. Could you please advise the dates construction started, the dates temporary fencing was installed and when the old fence was removed and the new permanent right-of-way fence installed?

If you have a record of the ranch manager's calls to you, could you advise the first time he called and the last in which he complained about the lack of fencing. Possibly, he called the local highway office in John Day and they may have a record if you do not.

We appreciate your assistance in providing this information to us. For your information, we have contacted Arlie Isley, the Grant County extension agent, and he pretty much verifies the figures submitted by the claimant relative to his loss.

Sincerely,

David L. Black
Claims Representative
Risk Management Division

DLB:pr
7992G

GENERAL FILES

119 3-2
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of General Services

GENERAL SERVICES BUILDING, SALEM, OREGON 97310 PHONE 503—378-4706

TO: Highway Division - 734·150 DATE: 9-27-84

FROM: James Wesely, Claims Manager
Risk Management Division

SUBJECT: Claim No. L18377

Claimant Paul Levatin, M.D.

The above referenced claim has been reported to our office.

The claim involves inadequate fencing on John Day Hwy caused expenses (crop damage) on 4-15-84 (Dayville - Flat Creek Section)

We have assigned this case to Dave Black. Some claims are assigned to independent adjusting firms for investigation. It is possible that our office or an adjusting firm may be contacting you for further information. If there is any questions as to their official capacity, request that they exhibit our authorization letter or contact the above named Division adjuster. Please give us your cooperation.

Please do not discuss this case or provide records or documents to anyone without first contacting us or the Attorney General's office.

JW:dg

RECEIVED
STATE HWY ENGR

OCT 1 '84

REFER TO
Hector

FOR

Info	Instr	R/D	D/R	Sign	Act	File
X						

Orig. to
10/2

Form 213
(Rev. 4/84)

9755

t

September 19, 1984

Joe Young Explosives, Inc.
PO Box 267
Hood River, OR 97031

CON 5
#9755

Attention: Dale A. Young
Secretary

Gentlemen or Ladies:

Thank you for your letter of September 5, 1984, informing us that you have received payment in the amount of $17,078.50.

This was in connection with a claim filed on Contract No. 9755 with L.T. Contractors, Inc., covering work on the Dayville-Flat Creek Section of the John Day Highway in Grant County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: L.T. Contractors, Inc.
PO Box 11249
Portland, OR 97211

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

NOTED ON CARD
9-19-84 gjm

JOE YOUNG EXPLOSIVES, INC.

DUPONT EXPLOSIVES DISTRIBUTOR
BLASTING ACCESSORIES
13th and WASCO / PHONE 386-1282
P.O. BOX 267, HOOD RIVER, OREGON 97031

Sept. 5 1984

Robert W. Gormsen
Commission Services
121 Transportation Bldg.
Salem, Ore. 97310

RE: Receivement of payment for supplies used on the Dayville to Flat Creek Contract #9755, L. T. Contractors, Portland, Ore. - Prime Contractor.

Robert W. Gormsen:

Please be advised thatJoe Young Explosives Inc., Of Hood River, Ore., has received in full, payment in the amount of $17,078.50 , and that we are fully satisfied with the co-operation of all parties involved and would like to ask for the immediate release of the lien on the Contract #9755, L.T. Contractors, and the Bond #96733484.

Again we would like to thank all parties responsible for the payment.

Respectfully Submitted,
Joe Young Explosives, Inc.

Dale A. Young
Dale A. Young, Sec.

cc: L.T. Contractors
Howard L. Logsdon
Brewer & Graham Drilling & Blasting

RECEIVED
SEP 6 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9755

t

September 19, 1984

Mr. Robert L. Brown
3553 SE Alder Street
Portland, OR 97214

CON 5
#9755

Dear Mr. Brown:

Thank you for your note dated September 7, 1984, that you have been paid for all wages and fringe benefits due on Contract No. 9755 with L.T. Contractors, Inc. This contract was for work on the Dayville-Flat Creek Section of the John Day Highway in Grant County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

cc: L.T. Contractors, Inc.
PO Box 11249
Portland, OR 97211

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

NOTED ON CARD
9-19-84 kjm

LT CONTRACTORS, INC.
HIGHWAY DIVISION
P.O. Box 11249
Portland, Oregon 97211
(503) 283-1577

CORPORATE HEADQUARTERS:
P.O. Box 4448
Sunriver, Oregon 97702
(503) 593-8163

I, Bob Brown, hereby certify that I have been paid all wages and fringe benefits due to me for work I performed on the Oregon State Highway Division Contract #9755, known as Dayville-Flat Creek, through August 31, 1984, and hereby release the Oregon State Highway Division, L T Contractors, Inc., Seaboard Surety Company, and Pacific Northwest Guardrail and Supply of all liens or claims for wages on the project through the above date.

9/7/84
Date

x Bob Brown
Signature

x
Witness

John Widmer has a cc of this

Robert L Brown
3553 SE Alder St
Portland, Oregon
97214

(503) 238-1455

RECEIVED
SEP 11 198
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9755

Black

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
802 East Idaho Avenue
Ontario, OR 97914
(503) 889-8558

In Reply Refer to
File No.:

RECEIVED
RISK MANAGEMENT DIVISION
SEP 21 1984
DEPT. OF GENERAL SERVICES

September 18, 1984

General Services
Risk Management Division
1225 Ferry Street, S.E.
Salem, OR 97310

Re: Crop Damage-Levatin Property
Dayville-Flat Creek Section
John Day Highway
Grant County
Contract No. 9755

In accordance with instructions given in Gerald Wimer's letter to R.D. Hector dated August 30, 1984, please find attached several letters concerning the subject claim.

Some additional factors that you may want to consider in processing this claim can be obtained from the Grant County Extension Agent (Arlie Isley 575-1911) or the A.S.C.S. office in John Day (575-1274). These points are or may be in conflict with the landowner's claim and include, but are not limited to:

1. Size, condition and age of field.
2. Number of cuttings and average yield.
3. Pasture rental or A.U.M. charges.
4. Number of cattle owned by claimant.

Please contact me if you need more information.

Truly yours,

B. N. Hatcher

B.N. Hatcher
Project Manager

BNH/clb

cc: Region Engineer
L.T. Contractors, Inc. w/enclosures

734-1830

53254
5M

☑ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA AUG 30 1984 ☐
RECEIVED
REGION 5 OFFICE
Levatin

DATE: August 30, 1984

TO: R. D. Hector
Region 5 Engineer

FROM: Gerald Wimer
Construction Operations Engineer

SUBJ: Levatin Property - Fencing

The belated fencing of the Paul and Evelyn Levatin Property on the Dayville-Flat Creek Section of the John Day Highway was discussed with Jack Sollis.

Mr. Sollis indicates Mr. and Mrs. Levatin were under no obligation to furnish the State timely notice of their being damaged, whereas the State was under contractual obligation to provide a fence.

Also that the fence we were to provide would have prevented the Robertson's cows from trespassing onto the Levatin property. In effect, Mr. Sollis is of the opinion that neither of these owners have any obligation or responsibility to share in the damages.

That leaves the contractor, L.T. Contractors, Inc., and the State. The contractor, per Standard Specification 107.13, is to provide a temporary or permanent fence wherever we timely staked the new fence clear of construction. Any permanent fence, either in conflict with construction or where our delay in staking the new fence alignment that should have had temporary fence, would be State responsibility unless it was contractor's delay in responding to Order for Extra Work No. One. In that case it would be the contractor's responsibility.

Please forward the claim to the contractor and Risk Management for their resolution. Inform Mr. and Mrs. Levatin of this action.

GW:mk

8/31.
CC: Hatcher - per our discussion!!

RECEIVED
SEP 04 1984
OFFICE OF PROJECT MANAGER
ONTARIO, OREGON
P.M. A.P.M. O.M.

WS

BC: L.T. Contractors, Inc.
Risk Management Div.

RECEIVED
AUG 9 1984
OFFICE OF PROJECT MANAGER
ONTARIO, OREGON
P.M. A.P.M. O.M.

PAUL LEVATIN, M. D.
65 Seafirth Road
Tiburon, California 94920

August 7, 1984

Barry Hatcher, project mgr.
802 E. Idaho Avenue
Ontario, Oregon 97914

RE: File 52254
Stewart Cr.-Flat Cr. Sec.
John Day Highway
Grant County
#F-88-2(8)

Dear Mr. Hatcher:

When the arrangement was made for a permanent easement on widening the highway at the site of my cattle ranch in Dayville the agreement was for the State of Oregon to provide temporary fencing to contain cattle (copy attached). In spite of numerous requests since April by my manager, Stewart Scheldt, temporary fencing was never provided and only last week was permanent fencing finally completed. Because of the lack of fencing it was necessary to move our 200 head of cattle away 2 months earlier than usual, with the loss of 2 months of irrigated spring pasture. In addition the cattle of our neighbor repeatedly grazed and trampled our contiguous hay fields resulting in the loss of an estimated 100 tons of hay, mostly Alfalfa.

Accordingly, the following claim for damages is submitted to the Highway Dept.

1 & 4 cutting
75¢

Hay loss: 25 acres @ 4 tons per acre @ $85.00 per ton = $8,500
Loss of irrigated pasture: 200 cows @ $10.00 per month 2 months = $4,000
Total = $12,500

My neighbor, Eugene L. Marks of Dayville, Oregon, who bales my hay in 600 lb. round bales, can verify my yields of hay for 1983.

Sincerely yours,

Paul Levatin, M.D.

cc: R.D. Hector

OREGON STATE
HIGHWAY DIVISION

P. O. Box 5309
Bend, OR 97708

July 1, 1982

Dr. and Mrs. Paul Levatin
65 Seafirth Road
Tiburon, CA 94920

File 52254
Stewarts Bridge-Flat Creek Section
John Day Highway
Grant County - FAP #F-88-2(8)

Dear Dr. and Mrs. Levatin:

In confirmation of our telephone discussion yesterday, I have enclosed the "Real Estate Option" with Exhibits "A", "C" and "D", for your signatures.

As we discussed at the time of our meeting at Dayville, Exhibit "C" is attached, which obligates the Department of Transportation to move the gate and fence for the approach at Station 438+20 back onto your property 20 feet. This same exhibit also stipulates the new approach at Station 495+00 (near Robertson property) to be constructed.

Exhibit "C" and "D" also have the obligations stated for irrigation and fencing, which we also discussed at our meeting in Dayville.

If this meets with your approval, please sign the option, exhibits and voucher where indicated and return them to me in the stamped, addressed envelope that is enclosed.

Thank you for your cooperation. If you need any additional information, please feel free to contact me at my office in Bend, Oregon. My phone number is area code 503-388-6199.

Very truly yours,

Orville R. Aas

Orville R. Aas
Right of Way Agent

ORA:eh
Enclosures
cc J. B. Boyd

EXHIBIT D

FILE NO. 52254

DATE ____________

FENCING

GRANTORS' OBLIGATIONS

~~A. Grantors agree to fence the right of way, using ________ posts spaced ________ apart and ________ wire with ____ strands of barb wire on top. Fencing is to be done not later than _____ months after construction has been completed. The amount of $ __________, representing the fencing allowance, is to be withheld from the above consideration until the fencing has been completed. Thereafter, the fencing is to be maintained, repaired and reconstructed by Grantors or their successors in interest.~~

~~B. Grantors agree to promptly remove the existing right of way fence upon 30 days notice by State. Any fencing not moved as agreed becomes the property of State.~~

STATES' OBLIGATIONS

A. State agrees to move and reconstruct, in kind, any fence disturbed by the construction or reconstruction of this project.

State also agrees to provide temporary fencing capable of containing cattle in any or all areas where permanent fencing is removed or damaged, due to construction, until such time as permanent fencing is re-established.

B. State agrees to install on the ________ right of way line, type ______ fence, using posts spaced ________ apart and ________ wire with __________ strands of barbed wire on top. Gateways will be of the type hereinafter specified:

Gateways:

____

____

____

734-3934

3/79

9755 CL 84-162

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 9731

FILED
AUG 30 1984
NORMA PAULUS
SECRETARY OF STATE

August 27, 1984

Mr. Robert L. Brown
3553 SE Alder Street
Portland, OR 97214

CON 5
#9755

Dear Mr. Brown:

This will acknowledge your letter received in our office on August 22, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Robert L. Brown
AMOUNT:	$2,867.43
FOR:	Labor
AGAINST (Prime contractor)	L. T. Contractors, Inc.
SUBCONTRACTOR:	Pacific Northwest Guardrail
CONTRACT NO.:	9755
PROJECT:	Dayville-Flat Creek Section, John Day Highway, Grant County
SURETY:	Seaboard Surety Company
AGENT:	Robert W. Lagler

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid. Our address is 121 Transportation Building, Salem, OR 97310.

NOTED ON CARD
9-4-84 kjm

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: L. T. Contractors, Inc.
PO Box 11249
Portland, OR 97211

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
AUG 31 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Pacific Northwest Guardrail
3904 NE Union
Portland, Oregon - 97212

(Joseph L Reuse
owner)

Oakville - Flat creek # 9755

Amount I feel I have coming 2867.43
as itemized Below.

July	23 -	8 ST.	4 OT.	
	24 -	5 "	—	
	25 -	8 "	5 OT.	
	26 -	8 "	—	
	27 -	7 "	—	
august	1 -	8 "	2 ½	
	2 -	8 "	3	
	3 -	5 "	—	
	4 -	8 "	½	
	7 -	8 "	2	
	8 -	8 "	4	
	9 -	8 "	2	
	10 -	8 "	2	
		97 ST.	25 OT.	24½ hr. Shop Time
		20.69 ST. RATE	27.07 OT. RATE	7.50 per hour
		2006.93	676.75	183.75

(over)

7-21 Spent 6 hours loading truck & Equipment for job
7-22 Spent 11 hours driving truck to job site
7-27 spent 4½ hours driving flat bed back to Portland
8-11 spent 3 hours loading truck to move to next job site (Lexington)
24½ hours of shoptime @ 7.50 per hour.

```
   7.50
   24.5
   3750
  3000
 1500
183.750 shoptime
```

Robert L. Brown
3553 SE Alder St.
Portland - Oregon
97214
(503) 238-1455

RECEIVED
1971
SERVICES
DEPARTMENT OF TRANSPORTATION

Dav Black

STATE OF OREGON
Ontario, Or 97914

INTER-OFFICE MEMO

TO: R.D. Hector
Region Engineer

DATE: August 15, 1984

Barry

FROM: B.N. Hatcher
Project Manager

SUBJECT: Dayville-Flat Creek
John Day Highway
Grant County
Contract No. 9755
F.A.P. No. F-88-2(11)

In accordance with your instructions, I will attempt to explain the chain of events that led to the hay loss and subsequent claim on the Levatin property which is located adjacent to the highway on the subject project.

✓ When grading began on the project around the first of April and the existing fence removed where additional width was needed for the cut and fill slopes to catch, it was noticed that no item existed in the bid schedule for temporary fence. As some of the fields contained livestock, an extra work order was written to provide temporary fence where needed. The Levatin field in question contained no livestock and we saw no point in constructing 2,000 feet of temporary fence when the permanent fence was to be installed shortly. Exactly when the cattle got into the Levatin field and started eating the grass, I do not know. The stock belonged to a neighboring ranch (Robertson) and walked out of a gate that was frequently left open by the landowner,down the highway a short distance and into Levatin's field. They also came directly across the road from a field that contained little or no feed by walking through an existing fence that was in a sad state of repair. We did not install temporary fence on the Levatin property at this time as Mr. Robertson assured us that his cattle were to be moved across the river or onto Forest Service allotments within a few days (I believe the turnout date is April 15th). At any rate, this never happened, although we were told several times by Mr. Robertson that it would.

Later on, near the end of May, we were advised by the contractor that their subcontractor wanted to move in to construct the permanent fencing. We did not have it staked at this time as we were having considerable difficulty in locating the R/W line as the R/W centerline differs from the construction centerline and the ground does not match what is on the map. We wound up staking the permanent fence where we were sure it was on the R/W to expedite construction. The last week in May, the fencing subcontractor moved in and built a small amount of fence (not on the Levatin property) and moved out, not to be seen again until the end of July. Again we did not install temporary fence as the fencing subcontractor promised us several times to return, which he did not.

The first time I knew of any forthcoming claim or even had a formal complaint was when I returned a telephone call from the ranch manager on July 9, 1984. I also met with him on July 19th when he detailed his claim for a total of $12,500.00.

In retrospect, I would have gone ahead and constructed the temporary fence on the Levatin property had I known what the comedy of errors was leading up to. It would have been very expensive to build on extra work as all materials would have had to been purchased new, so I thought we were doing the right thing. ?

I do not believe that we are wholly responsible for Dr. Levatin's hay loss, as there were several contributing factors by other parties. In addition to those mentioned, there were numerous R/W obligations that no provisions were made for or they were omitted entirely from the plans. Most of these included the temporary fence clause when it is clearly addressed in Section 107.13 of the standard specifications.

I also believe that Dr. Levatin's claim is grossly inflated. I noticed that he took a hay crop off the field in question in early July. The ranch manager insisted this was the second cutting, although neighboring ranches were making the first cutting at the same time. The pasture claim for 200 head also seems to be greatly overrated. I can't help but think that some of the responsibility lies with Dr. Levatin's ranch manager for failing to alert me to the problem at an earlier date. Also, at no time during this episode, do I believe any contact or attempt was made by Dr. Levatin's ranch manager to inform the stock owner of the problem. ?

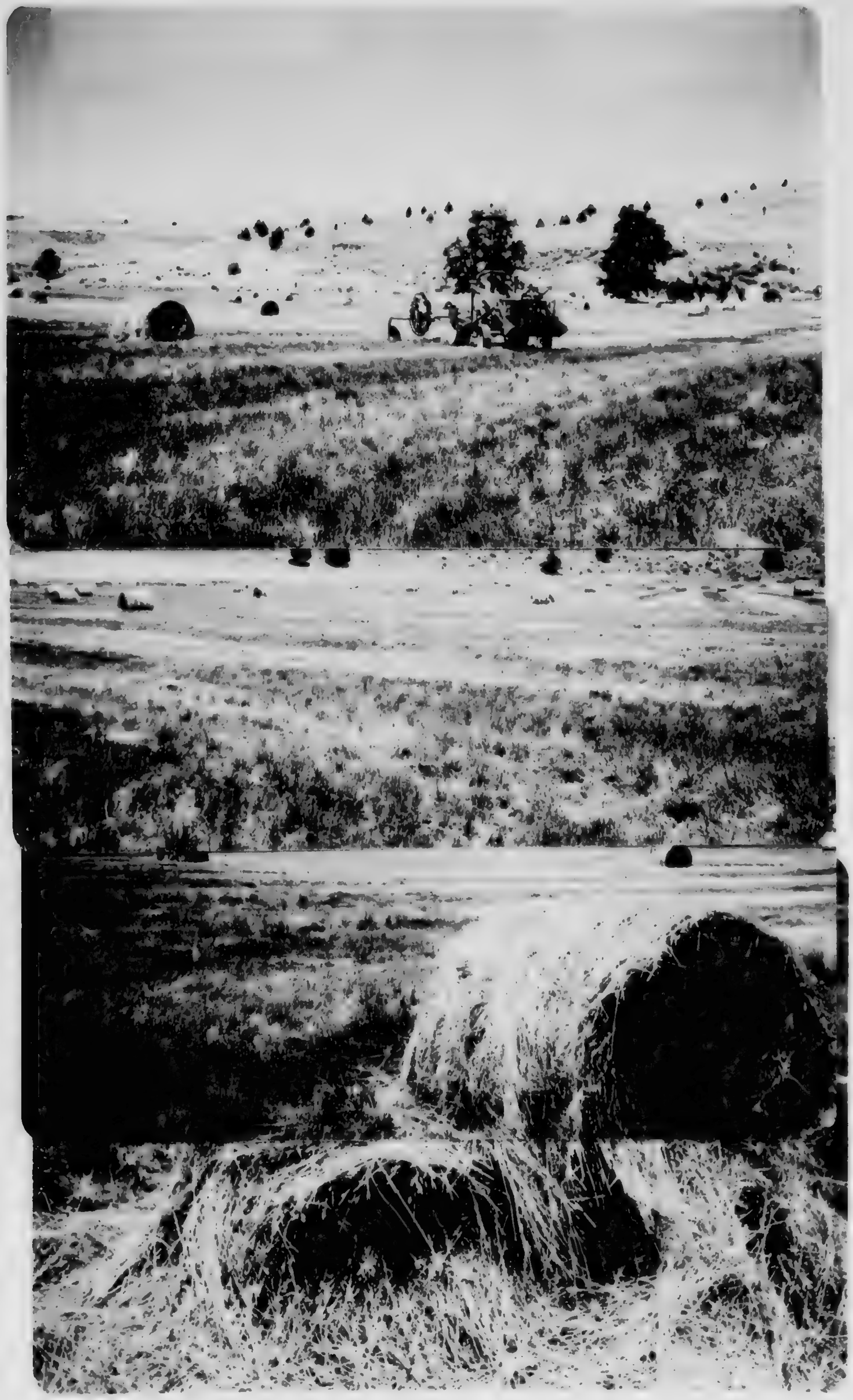
I trust this will assist you in reaching a decision on our action.

BNH/cb

then where was 1st cutting?

The following Document(s) are Photographs

L18377:

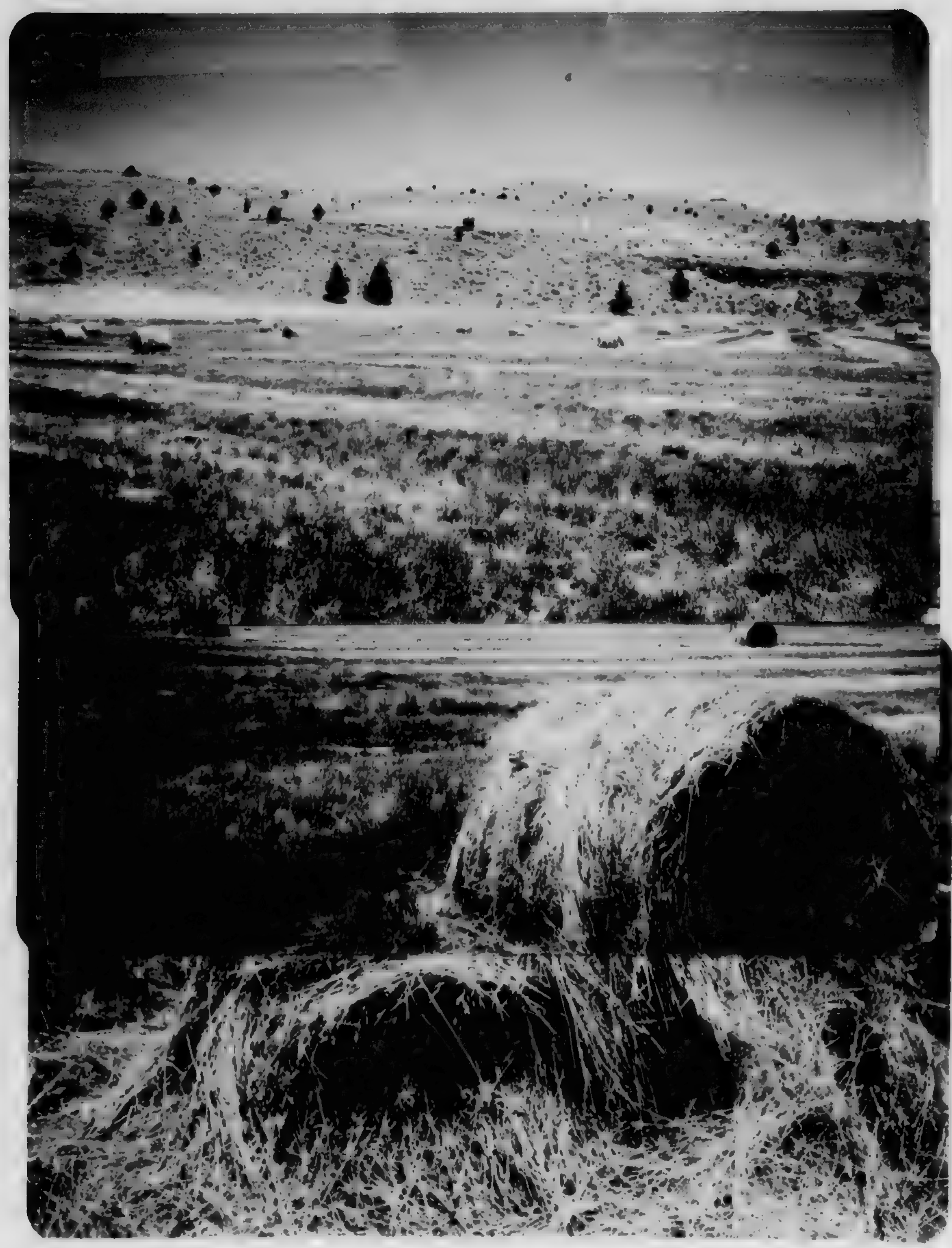


Photos taken by Huey
1st part July 1984.-

Appears to be 1st
cutting of Alfalfa.

Photos taken by Hug
1st part July 1984.-

Appears to be 1st cutting of Alfalfa.

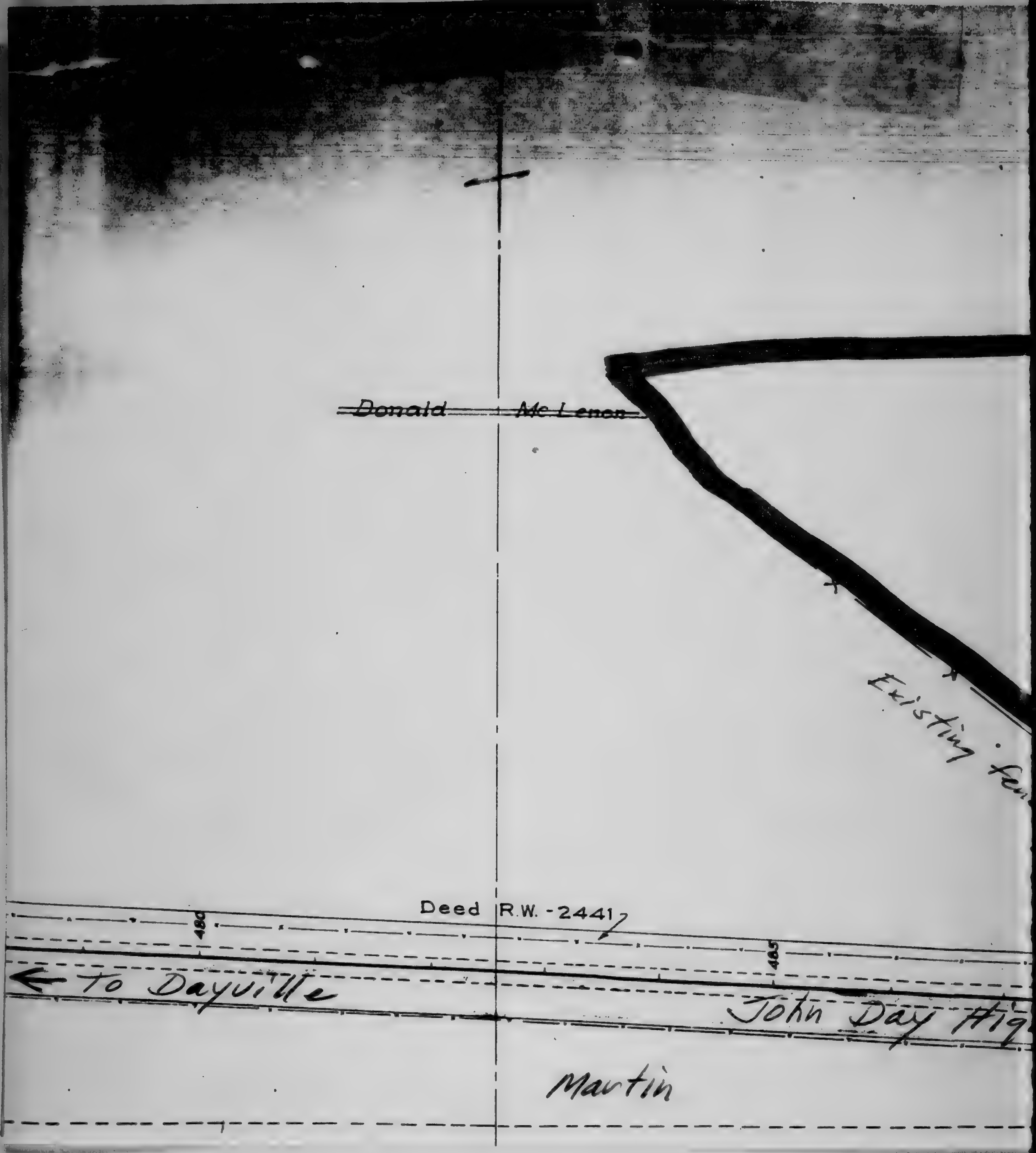


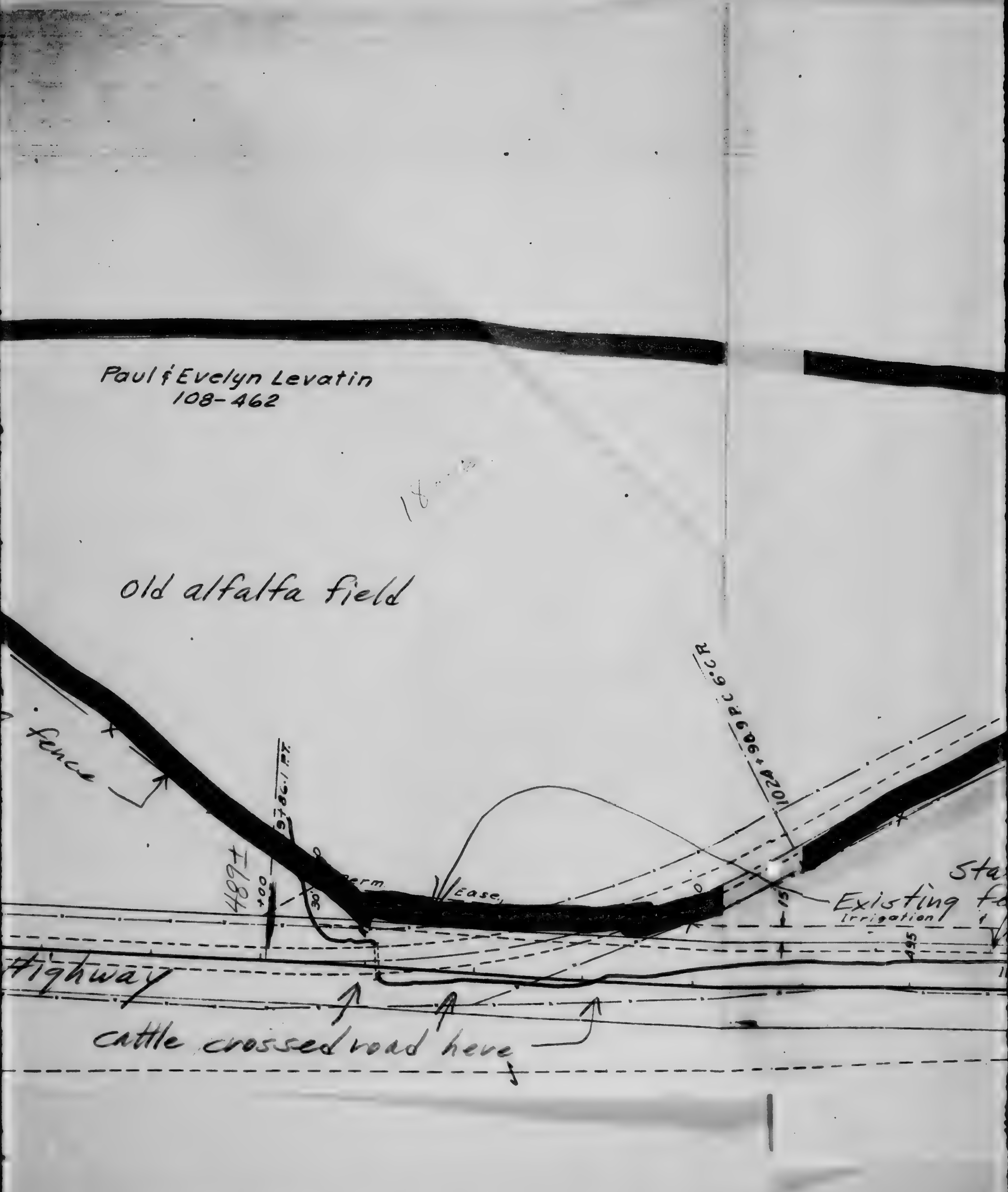
Photos taken by Huy
1st part July 1984.-

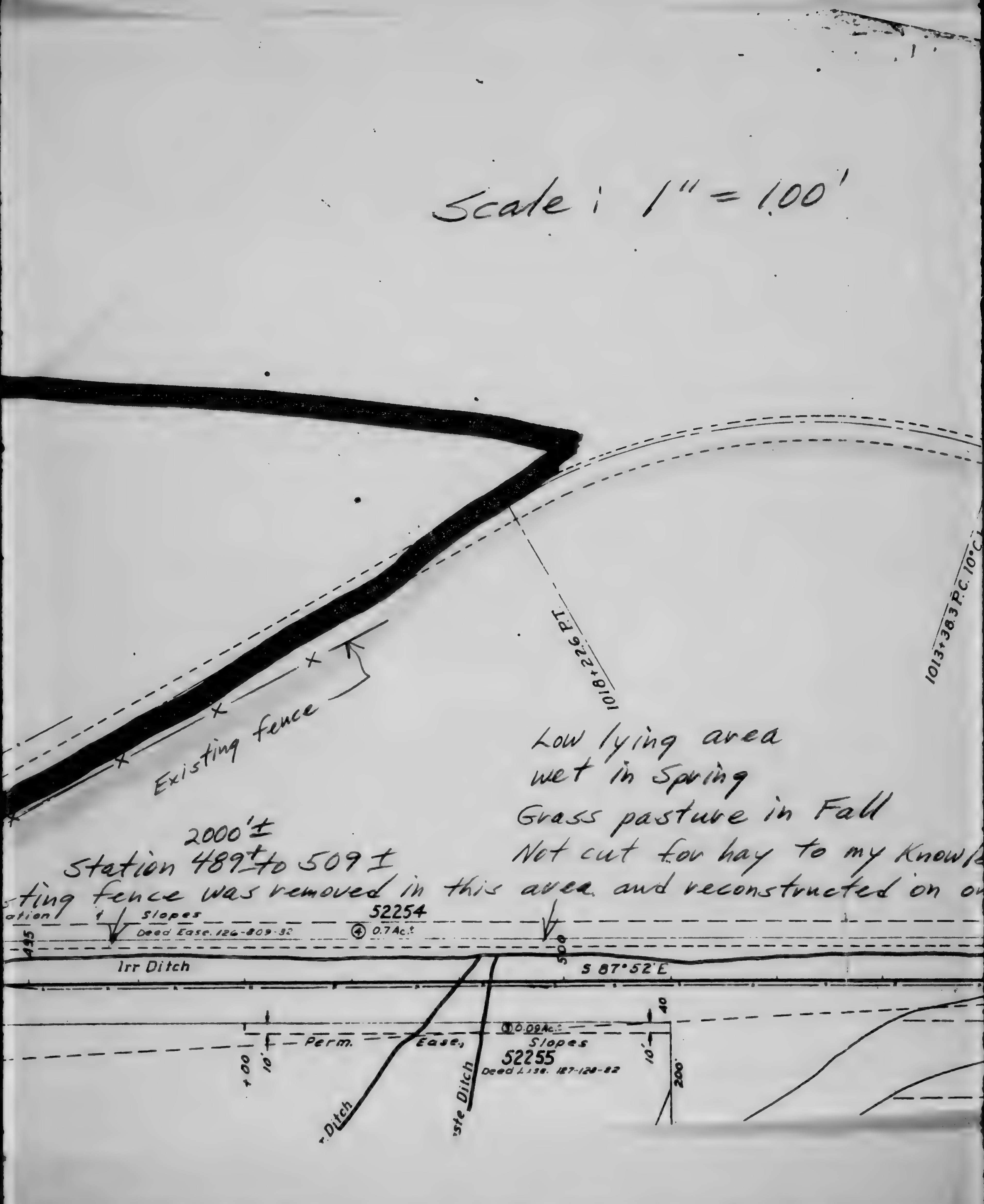
Appears to be 1st
cutting of Alfalfa.

Photos taken by Hug
1st part July 1984.-

Appears to be 1st
cutting of alfalfa.


~~Donald McLenon~~
Existing fen
Deed R.W.-2441
480
485
To Dayville
John Day Hig
Martin


Paul & Evelyn Levatin
108-462
18
Old alfalfa field
fence
489+
+00
976.1 P.T.
30
Berm.
Ease.
1024+90.9 P.C. 6°C R
15
Sta
Existing f
Irrigation
495
Highway
cattle crossed road here



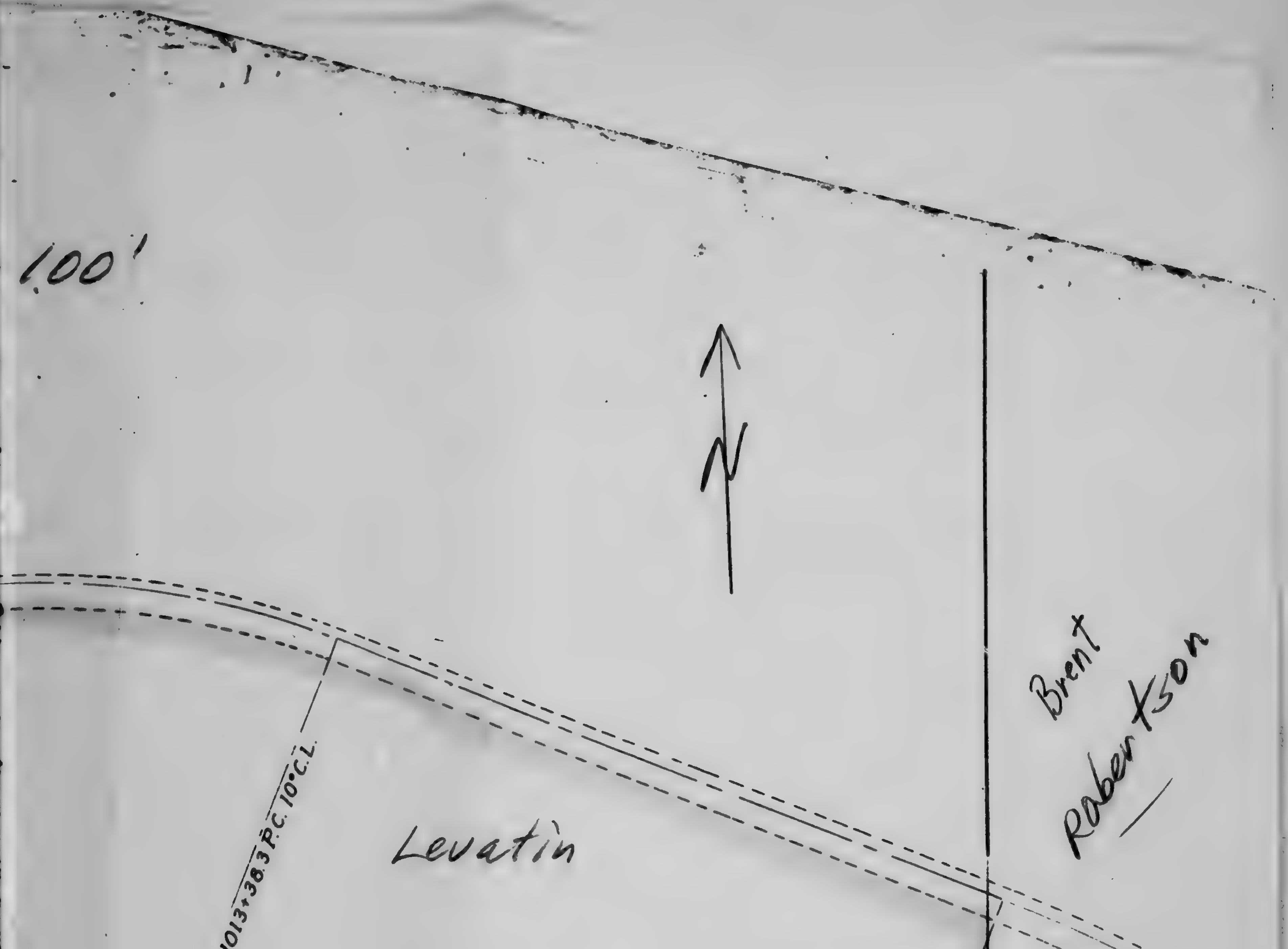
Scale: 1" = 1.00'

Existing fence

Low lying area
wet in Spring
Grass pasture in Fall
Not cut for hay to my Knowle

2000'±
Station 489± to 509 ±
sting fence was removed in this area and reconstructed on ov

1018+22.6 P.T.
1013+38.3 P.C. 10°C
ation
Slopes
Deed Ease. 126-809-82
52254
④ 0.7 Ac.±
495
500
Irr Ditch
S 87°52'E
40
① 0.09 Ac.±
Perm.
Ease.
Slopes
52255
Deed Ease. 127-128-82
+00
10'
10'
200'
Ditch
ste Ditch


100'
N
Brent
Robertson
Levatin
1013+36.3 P.C. 10°C.L.
1008+54.7 P.T.
L² 508+60
L² 508+75
509
Cattle came from here & went this way
n Fall
to my Knowledge,
tructed on or near easement line.
Perm
Ease.
Irrigation
505
510
P.S.
To Mt. Vernon
Channel Change.

CL 84-137

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 27 1984
NORMA PAULUS
SECRETARY OF STATE

July 25, 1984

IN REPLY REFER TO FILE NO.:
CON 5
#9712
#9755

Joe Young Explosives, Inc.
PO Box 267
Hood River, OR 97031

Attention: Dale A. Young
Secretary

Gentlemen or Ladies:

This will acknowledge your letter dated July 11, 1984, with attachments, filing a claim against the following Highway Division contracts:

CONTRACT NO. 9712

FILED BY:	Joe Young Explosives, Inc.
AMOUNT:	$7,033.14
FOR:	Material
AGAINST (Prime Contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	Central Columbia Construction, Inc.
CONTRACT NO.:	9712
PROJECT:	Ione-Lexington Section, Heppner Highway, Morrow County
SURETY:	Safeco Insurance Company

NOTED ON CARD
8-1-84 kjm

731-0188

CONTRACT NO. 9755

FILED BY:	Joe Young Explosives, Inc.
AMOUNT:	$17,078.50
FOR:	Material
AGAINST (Prime contractor)	L.T. Contractors, Inc.
SUBCONTRACTOR:	Howard L. Logsdon
CONTRACT NO.:	9755
PROJECT:	Dayville-Flat Creek Section, John Day Highway, Grant County
SURETY:	Seaboard Surety Company

We will advise the sureties and the prime contractors of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

L.T. Contractors, Inc.
PO Box 11249
Portland, OR 97211

Morse Bros., Inc.
PO Box 7
Labanon, OR 97355

✓bc: Secretary of State - Please acknowledge receipt of the attached claims on the enclosed copies of this letter.

RECEIVED
JUL 31 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JOE YOUNG EXPLOSIVES, INC.

DUPONT EXPLOSIVES DISTRIBUTOR
BLASTING ACCESSORIES
13th and WASCO / PHONE 386-1282
P.O. BOX 267, HOOD RIVER, OREGON 97031

July 11, 1984

Robert W. Gormsen
Commission Services
121 Transportation Bldg.
Salem, Ore. 97310

RE: Failure to receive payment for explosive materials supplied to two state road projects currently underway in the state of Oregon.

Robert W. Gormsen:

Please be advised that Joe Young Explosives, Inc., Of Hood River, Ore. is filing for DEMAND OF PAYMENT immediately, from two state road projects,
1) Ione to Lexington Contract # 9712, Morse Brothers Inc. - Prime Contractor, Bond #4370659 in the amount of $5,926.35 and $1,106.79 (copies of the letters of demand are enclosed)
2) Dayville to Flat Creek Contract # 9755, L.T. Contractors, Portland, Ore.- Prime Contractor, Bond #96733484 in the amount of $17,078.50 (copies of the letters of demand are enclosed).

Please file Claims in behalf of Joe Young Explosives on these two items listed above. If you need any more information not disclosed in the letters of DEMAND OF PAYMENT , please don't hesitate to call me.

Respectfully Submitted,
Joe Young Explosives, Inc.

Dale A. Young
Dale A. Young , Sec.

CC: MORSE BROTHERS, INC. TANGENT, ORE.
Central Columbia Construction, INC., The Dalles Ore.

L.T. CONTRACTORS, PORTLAND, ORE.
Howard L. Logsdon, Baker, Ore.

RECEIVED
JUL 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JOE YOUNG EXPLOSIVES, INC.

DUPONT EXPLOSIVES DISTRIBUTOR
BLASTING ACCESSORIES
13th and WASCO /PHONE 386-1282
P.O. BOX 267, HOOD RIVER, OREGON 97031

July,11, 1984

Central Columbia Construction, Inc.
PO Box 25
The Dalles, Ore. 97058

RE: Ione to Lexington (Ore. Highway #74) Road Construction Project; Prime Contractor: Morse Brothers, Tangent,Ore.; Sub-Contrator: Central Columbia Constuction, Inc. , The Dalles, Ore. for excavation on said project; Larry Black, The Dalles Ore., Sub-Contractor to Central Columbia Construction, Inc., for drilling and blasting on said project: Failure to pay Joe Young Explosives, Inc. of Hood River, Ore. for materials supplied and used on said project.

Gentlemen:

As previously discussed by telephone and in person, we at Joe Young Explosives have failed to receive payment in full for materials used by either Larry Black or Central Columbia Construction, Inc. on the above (RE:) construction project.

This failure to make payments in full, for both Larry Black and Central Columbia Construction, Inc., according to your verbal guaranty to make said payment, prompts Joe Young Explosives, Inc. to DEMAND PAYMENT IN FULL immediately in the amounts of $5,926.35 for Larry Black, and $1,106.79 for Central Columbia Construction, Inc. as both accounts are over 30 days old, or we will be forced to make a claim to the State of Oregon and to the Bond Holder against the Contract #9712 and the Bond #4370659 in the amounts mentioned there above.

Respectfully Submitted,
Joe Young Explosives, Inc.

Dale A. Young
Dale A. YOUNG, SEC.

CC: Morse Brothers, Inc., Tangent, Ore.
Commission Services, Salem, Ore.

RECEIVED
JUL 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JOE YOUNG EXPLOSIVES, INC.

DUPONT EXPLOSIVES DISTRIBUTOR
BLASTING ACCESSORIES
13th and WASCO / PHONE 386-1282
P.O. BOX 267, HOOD RIVER, OREGON 97031

July 11, 1984

Howard L. Logsdon
Rock Crushing Contractor
2850 Myrtle
P.O. Box 109
Baker, Ore. 97814

RE: Oregon State Highway Contract # 9755 - Dayville to Flat Creek Section of the John Day Highway. Prime Contractor: L.T. Contractors - Portland, Or; Rock Crushing Sub-Contractor: Howard L. Logsdon - Baker, Ore. ; Drilling and Blasting Sub-Contractor for Howard L. Logsdon: Brewer and Graham Drilling and Blasting, Pilot Rock, Ore. : Failure to receive payment for explosive materials supplied and used for purpose of obtaining rock for Howard L. Logsdon to crush for the above mentioned road project.

Howard L. Logsdon
Rock crushing Contractor,

To date, Joe Young Explosives, Inc, Hood River, Ore., have failed to receive any payment for any of the explosive materials supplied and used by Brewer and Graham Drilling and Blasting on the above mentioned road project (RE:).

This failure to make the payment in full within the 30 days of the completion of the blasting project, prompts Joe Young Explosives, Inc. to DEMAND PAYMENT IN FULL immediately in the amount of $17,078.50, as this account is well over 30 days old, or we will be forced to make a claim against the State of Ore. Contract #9755 and the Bond Holder - Bond #. 96733484 in the said amount above.

Respectfully Submitted,
Joe Young Explosives, Inc.

Dale A. Young
Dale A, Young, Sec.

CC: L.T. Contractors, Portland, Ore.
Commission Services, Salem, Ore.

RECEIVED
JUL 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9755

rll

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-2(8)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Grant

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
6-14-84

4. PROGRAM NO.
5. ITEM NO. 10101

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/23/84
8. FEDERAL ROUTE NUMBER Primary 88
9. STATE ROUTE NUMBER Primary 5

10. GENERAL LOCATION:
Dayville - Flat Creek Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 6/1/84 this will confirm the advance approval date of 3/23/84 to proceed with the acquisition of file No. 53894 as shown on R/W sketch map 4B-26-9 at a TEC of $1,000; Federal Funds $969.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUN 15 '84
REFER TO Potter
FOR
Info | Inves | R/O | D/R | Sign | Act | File

Orig. # 49

14. DATE 6/14/84
15. SIGNATURE OF APPROVING OFFICIAL John H. Wickman
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

RECEIVED
STATE HWY ENGR
JUN 19'84

REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

SC
US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☒ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

by 6/20

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Grant	Oregon

IN COMPANY WITH: Barry Hatcher, Project Manager, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6/4/84	David B. Carter, Area Engr	F-88-2(11)

Original Signed by
D. B. Carter
Area Engr.

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	45 %	38 %

NOTED
W. E. SCHWARTZ

Dayville - Flat Creek Section
John Day Highway
Grading and Paving

This project includes the widening and paving of this 6.14 mile section of the John Day Highway.

COPY SENT
JUN 18 1984
STATE

Work Completed

Clearing	80% complete
Drainage	71
Grading	85
Base	48

Work in Progress

Excavation in the vicinity of Station 562 to Station 572+40. Wet weather has slowed the work somewhat.

The contractor was producing base aggregates at the crusher.

Comments

The contractor is producing materials from the prospective source shown on the plans. An earlier attempt was made to produce materials from another contractor identified source but this source was abandoned after some initial prospecting indicated that this soure did not contain a sufficient quantity of material.

The aggregate production records for the base material produced to date were reviewed to test NO.74. Production records indicate

Form FHWA-1446A
(Rev. 2-84)

(Supersedes FHWA-1446 dtd 12-73 & FHWA-1446A dtd 12-73 which are not to be used)

39021 tons of paving accepted, 4564 tons of failing incorporated, and 297 tons rejected.

The 1½-0 base aggregate test average through test NO. 54 was

Screen	Test Average	Specifications
2"	100	100
1 1/2	99.6	95-100
3/4	72.3	55-75
1/4	37.1	35-50
#10/ 1/4	47.6	40-60
SE	49.2	MIN 30

The grading and widening work done to date looks good. Project plans included 23,000 cubic yards of excess material. Excess material has been used to flatten slopes, fill widening, and construct random fills. The excess material has been well used.

A price agreement has been initiated to revise the typical section on the Stewarts Bridge-Flat Creek section to provide for two paving lifts over the entire roadway similar to the typical section for the remainer of the project. This change will provide for a structural section which is at least equivalent to the section shown on the plans.

9/[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: June 1, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Progam Section

Subject: Project No. F-88-2(8)
Item No. 10101
Dayville-Flat Creek Section
John Day Highway
Grant County

I request authorization to proceed with the actual acquisition of an additional file No. 53894 on the subject project as outlined in red on the enclosed sketch map.

Authorization to proceed as requested will change financing as follows:

	Total Cost	Federal Funds
Previous Auth.	$ 20,000.00	$ 17,636.00
Additional Auth.	1,100.00	969.00
Total	$ 21,100.00	$ 18,605.00

RHZ:bkb
Enc.
cc: J. Boyd
Don Aman
General Files ✓

Form 734-3122

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-2(11)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Grant

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10101

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/23/84

8. FEDERAL ROUTE NUMBER Primary 88

9. STATE ROUTE NUMBER Primary 5

10. GENERAL LOCATION:

Dayville - Flat Creek Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 5/3/84, contingent upon modifation of Project Agreement if additional funds are required, this will confirm the advance approval date of 3/23/84 to proceed with the actual adjustments to C P National's aerial power line relocation on an actual cost basis estimated to be $20,120, Federal Funds $17,736.

I approve the Agreement with C P National.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENG
MAY 29 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act

5/29

14. DATE 5/21/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

5

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

May 9, 1984

J. H. Versteeg
Road Design Engineer

File 53894
Stewarts Bridge-Flat Creek Section
John Day Highway
Grant County

Attached is a descriptions (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

97[illegible]

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ROW 18-4

March 23, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

FROM: Jack M Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Relocation
C-P National
Dayville-Flat Creek Section
John Day Highway
Grant County
Project No. F-88-2(11)

Dear Mr. Carter:

Confirmation of your verbal authorization for C-P National to proceed with the relocation of their aerial power line facilities in conflict with this project as of March 23, 1984 is requested. An estimate of cost has been received from C-P National in the amount of $25,000. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 23, 1984 is approved

David B. Carter
David B. Carter, Area Engineer

JMC/nv
cc ~~E.~~ S. Hunter
D. E. Swan
R. D. Hector
J. A. Schlieski
Harlin Gerlach
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
APR 2 '84
REFER TO
FOR
Info Invest R/D D/R Act File

RECEIVED
MAR 30 1984
RR & UTILITY UNIT

Form 734-3122

9755

F

DATE: March 22, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
F-88-2(11)

Contract 9755, Work Started March 13, 1984

Project Dayville-Flat Creek

Highway John Day

County Grant

RDC:mk

cc: R. D. Church

CPC/FL3

9755

F

March 9, 1984

L. T. Contractors, Inc.
P. O. Box 11249
Portland, OR 97211

CON 5
#9755

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9755 for work on the Dayville-Flat Creek Section of the John Day Highway in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

bc: C. O. Fredrickson
Walt Hart
Robert Church
Jan Peterson
Robert Hector
Joseph Schlieski

LT CONTRACTORS, INC.
HIGHWAY DIVISION
P.O. Box 11249
Portland, Oregon 97211
(503) 283-1577

CORPORATE HEADQUARTERS:
P.O. Box 4448
Sunriver, Oregon 97702
(503) 593-8163

February 24, 1984

Mr. Robert Gormsen
Office of Commission Services
Oregon Department of Transportation
State Transportation Building, Room 121
Salem, Oregon 97310

Re: DBE/WBE Submittal for Dayville-Flat Creek Project, Grant County, Oregon #9755.

Dear Mr. Gormsen:

This is our breakdown of the DBE/WBE subcontractors we will be using on the Dayville-Flat Creek Project:

DBE Requirement - 3% of $1,347,470.25 = $40,424.10
WBE Requirement - 1% of $1,347,470.25 = $13,474.70

DBE Subcontractors	Bid Item	Description	Unit	Quantity	Total	Total %
Lueco Construction, Inc.	10	General excavation	$2.11	83,535 c.y.	$176,258.85	13

WBE Subcontractors	Bid Item	Description	Unit	Quantity	Total	Total %
Lueco Construction, Inc.	11	Trench excavation	$15.00	168 c.y.	$ 2,520.00	
Lueco Construction, Inc.	25	12" culvert pipe	10.65	394 l.f.	4,196.10	
Lueco Construction, Inc.	26	18" culvert pipe	13.71	96 l.f.	1,316.16	
Lueco Construction, Inc.	27	24" culvert pipe	16.37	234 l.f.	3,830.58	
Lueco Construction, Inc.	28	36" culvert pipe	37.00	50 l.f.	1,850.00	
Lueco Construction, Inc.	29	48" culvert pipe	54.85	18 l.f.	987.30	
Lueco Construction, Inc.	30	24" siphon pipe	30.33	48 l.f.	1,455.84	
Lueco Construction, Inc.	31	18" irrigation pipe	13.37	60 l.f.	802.20	
Lueco Construction, Inc.	32	24" irrigation pipe	24.84	112 l.f.	2,782.08	
Lueco Construction, Inc.	33	36" irrigation pipe	37.08	44 l.f.	1,631.52	
		Total WBE subcontractors			$21,371.78	2

Subcontracts will be written for the amounts shown above. We have fulfilled our goal requirements. If there are any questions, please call me.

Sincerely,

L T CONTRACTORS, INC.

Drew Whittle /bkm

Drew Whittle
Area Manager

DW:bkm

RECEIVED
FEB 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner,-

rll

4

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-2(11)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Grant

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10101

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/1/84

8. FEDERAL ROUTE NUMBER Primary 88

9. STATE ROUTE NUMBER Primary 5

10. GENERAL LOCATION:
Dayville - Flat Creek Section

11. GENERAL DESCRIPTION OF WORK
Overlay and shoulder improvements

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated Items as shown in your "PS&E" Estimate dated 1/12/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost-effective.

Mr. Potter's 1/30/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,729,910. Regular Federal-aid matching ratio, appropriation code 010 in amount of $1,524,913 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $204,997.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
FEB 7 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig [illegible] Wyatt

14. DATE 2/1/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9

5

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 16-3

TO: MEMO TO FILES

DATE: November 23, 1983

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Leveling allowance for overlay of Dayville - Flat Creek Section of the John Day Highway.

Review of the cross sections for this section verifies that the existing pavement is out of shape. On tangents, the use of quarter patching has eliminated, and in some cases, reversed the crown. The cross sections in curves also reveal that the supers are distorted.

By this memo, I am increasing the leveling allowance for the preliminary surfacing design to 1½ inches. This revision is for both the cold mix and the hot mix alternates. For the cold mix option, we would set up a separate bid item, and require a finer gradation (1/2"-#10 or 3/8"-#10) for the leveling.

JTS:ss

cc: Location
Final Design Engineer ✓
Region Engineer
Region Geologist
Project Manager
Norm Cuno

✓ Versteeg ✓
Anderson
✓ Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
NOV 25 1983
ROAD DESIGN SECTION

cy Norm Cuno
Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Watson ✓ Mann NSM
Cole Stoudenmeyer
Eriksen King
Beard Bedford Lau
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

125 1367

DES 16 5

ROAD DESIGN SECTION

W. E. Schwartz
Region 5 Engineer

Donald R. Adams, PE
Final Design Engineer

Stewarts Bridge-Flat Creek Section
John Day Highway
Grant County

February 4, 1982

L Verstoeg ✓
Anderson
Adams
Olson
Sullivan
Torpin
Trout
Wakerlig

RECEIVED
FEB 05 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

Attached you will find a copy of an estimate and a sketch map for the relocation of an irrigation line crossing of the John Day Highway at approximately Sta. 555+60.

Orville Aas, Right-of-Way Agent in Bend, has asked for this estimate to aid him in his dealing with owner of the irrigation line and the property adjacent to the highway at this point.

The property owner proposes to move this irrigation line and pump station to a different location. He would be agreeable to delete the pump station and the reinstalled line at its existing location if we would share half of the installation cost with him.

The attached estimate shows what it would cost us to reinstall his existing system due to our highway construction. We used the plan as shown in Barry Hatcher's field data from which to work up this estimate. The prices are from our Cost Analysist Unit.

Would you review the estimate and if you don't find any point of disagreement, send it on to Orville Aas in Bend.

NEM:rw

Attachment

cc: N. E. Mann
Orville Aas

17:2

CON 21-4
Cohn D

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-4-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-88-2(6)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Grant

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10101

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
12/4/81

8. FEDERAL ROUTE NUMBER
Primary 88

9. STATE ROUTE NUMBER
Primary 5

10. GENERAL LOCATION:
Dayville - Flat Creek Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 11/30/81 I approve the revised Preliminary Engineering Costs to a TEC of $73,200 Federal Funds $64,547.

(Increase TEC $21,700 Federal Funds $19,135)

RECEIVED
STATE HWY ENGR
DEC 9 '81
REFER TO
FOR
Info Inves R/D D/R Sign [✓ Act] File

12-9-81

14. DATE
12/4/81

15. SIGNATURE OF APPROVING OFFICIAL
G K Hussner

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9-15-81

CCN 21-4
John Day

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-2(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Grant

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10101

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/15/81

8. FEDERAL ROUTE NUMBER Primary 88

9. STATE ROUTE NUMBER Primary 5

10. GENERAL LOCATION:

Dayville - Flat Creek Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 9/9/81 you are authorized to proceed with all phases of right of way as shown on R/W map 4B-26-9 covering files 52252 through 52256 at a TEC of $10,000 Federal Funds $8,818.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO [illegible]
FOR
Info [illegible] R/D [illegible] [illegible] Act File

orig to:
9-25

14. DATE 9/15/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 21-4
John Day

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 9, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10101
Project No. F-88-2(8)
Dayville-Flat Creek Section
Grant County

Enclosed is data consisting of PR-1 forms, sketch maps and right of way map 4B-26-9 for the subject project.

I request the following:

> Authorization to proceed with the actual acquisition of the right of way all phases at an estimated total cost of $10,000 with an obligation of $8,818 in federal funds. The right of way to be acquired consists of easements for slopes, drainage and irrigation facilities as outlined in red on the enclosed right of way maps.

No relocation assistance is involved on this project.

The project is expected to be funded from the unobligated balance of the 80% limitation.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

5

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

August 19, 1981

J. H. Versteeg
Road Design Section

Files 52252 through 52256
Stewarts Bridge-Flat Creek Section
John Day Highway
Grant County

Attached are descriptions (5 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal third quarter of 1982.

By:
Robert R. Rounds
R/W Descriptions Supervisor

RRR:rlr
Attachments

Con 21-4
John Day

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-6(-)
Stewarts Bridge-Flat Creek Section
John Day Highway
Design Criteria

Date: June 12, 1981

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your request for design exceptions to the AASHTO guideline "Geometric Design Standards For Highways Other Than Freeways, 1969."

We concur in your request to provide a 32 foot paved surface width for the project. We also concur in your horizontal alignment proposal provided suitable speed advisory signs continue to be posted at the exception locations.

Our concurrence is based on the anticipated continued low volumes, the rural character of the highway and the associated driver expectations, and the lack of any identifiable highway safety problem areas on this section.

for Dale E. Wilken

cc:
OSHD (F E Terpin, Loc)

RECEIVED
STATE HWY ENGR
JUN 15 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
					X	

GENERAL FILES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

June 8, 1981

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
JUN 8'81
REFER TO
FOR

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attention: Glenn K. Hossner

Stewarts Bridge-Flat Creek Section
John Day Highway
Grant County

The vertical alignment of the existing highway on the subject section is good. The oil mat surfacing, now badly worn, varies from 20 to 26 feet in width. The unpaved shoulders vary in width; however, the 1958 construction base width was 28 feet. Horizontal alignment is fair with the sharpest curves being equivalent to 9° 45' and 11° 15'. These two curves near the eastern end of the section were recorded as double spirals. The 1979 ADT for this section was 730 vehicles. There has been only an 11 percent increase in the last 10 years and thisrrate is probably going to decrease. Discounting the existing surface conditions, low traffic volume allows operating speeds of 55 m.p.h. except for the two mentioned curves where speeds of 45 m.p.h. are advised.

It is proposed to overlay and widen the section to provide a 32-foot paved surface width. Some alignment improvement is proposed where practical. We are trying to utilize most of the existing roadbed, avoid heavy excavation, and stay out of the river in order to minimize costs and environmental impacts. The aforementioned curves will be reduced to 9° with 300-foot spirals, and 10° 30' with 350-foot spirals respectively. This allows for design speeds of about 50 m.p.h. for the 9 curve and about 47 m.p.h. for the 10° 30' curve. These curves will continue to have advisory signs for 45 m.p.h. The adjacent river and high rock formation make further improvement very costly. The five-year average for accidents per million vehicle miles on this section of the highway is below 0.8 with no spot problems to suggest safety priority.

A 32-foot top width is and has been considered a reasonable width for our low volume rural highways like this section of the John Day Highway.

We are proposing a 32-foot width for the unit just westerly of this section and existing bridges in this vicinity: Dayville Bridge was constructed in 1967; Stewerts Bridge was constructed in 1966. They each have 32 feet of horizontal clearance. The next John Day River Bridge to the east of the project about 5 miles has only 30 feet of clearance.

Several runs of guard rail are proposed. These locations are where the river is adjacent to the highway and on the outside of curves where slope flattening is not practical.

Your concurrence in these exceptions to minimize design criteria as proposed and outlined above is requested.

Sincerely,

Frank E. Terpin

Frank E. Terpin
Location Engineer

FET:WNH:ge

bc H. S. Coulter
E. S. Hunter
W. E. Schwartz
J. H. Versteeg
L. Watson
W. Hackleman

CON 31-1
John Day

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-27-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-2(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Grant

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10101

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/27/81

8. FEDERAL ROUTE NUMBER Primary 88

9. STATE ROUTE NUMBER Primary 5

10. GENERAL LOCATION:

Dayville - Flat Creek Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 4/16/81 I approve the program change as follows:

1) Project Location: Change to read "US 26, Dayville, E. 7.0".

2) Miles: Change to read "7.0".

3) Project Name: Change to read "Dayville-Flat Creek Sec."

RECEIVED
STATE HWY ENGR
APR 30 '81
REFER TO
Machwig
FOR
Info | Inves | R/D | D/R | Sign | Act

orig'd.
4-30-81

14. DATE 4/27/81

15. SIGNATURE OF APPROVING OFFICIAL G K Hosmer

16. TITLE for Division Administrator

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

April 16, 1981

TO: D.E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 10101
Project No. F-88-2(6)
Stewarts Bridge-Flat Creek Section
Grant County

I request your approval of a program change to extend the westerly limits requiring modifications as follows:

1) Project Location: Change to read "US 26, Dayville, E. 7.0".

2) Miles: Change to read "7.0".

3) Project Name: Change to read "Dayville-Flat Creek Sec."

The Overall project cost does not require changing at this time.

JLG:bkc

cc: General Files

4-15-81

CCN 214
John Day

Scott,

Favorable bids and reduced cost estimates on projects scheduled before October 1981 have enabled us to advance work (especially preservation work) into the 80% period. This leaves a gap in the 20% period. These two jobs are needed to help obligate fully the 20% funds. They are preservation projects, in accordance with the new program, and have the highest Region priority of projects that could be readied for a September letting.

D. H. Moehring

copy CCN 214
Santiam SP.

Dave —
My action may have stretched authority a bit but don't see need to place on agenda. — Based partly on your recommendation that this was in group of highest priority I approve extending job 1 on John Day Hwy.

4-15-81
orig. to Moehring

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. PRO 6-2

April 8, 1981

TO: H.S. Coulter
State Highway Engineer

D E Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Request
Vail Creek-Sweet Home Section
Santiam Highway
Linn County

APPROVED
Coulter
STATE HIGHWAY ENGINEER
DATE 4/15/81

Commission action not needed. — this is only a modification in detail in program.

Attached for your approval is a project request to change the scope of an existing Six-Year Program Project from left turn lanes and signals to an overlay with minor widening and one added left turn refuge. Funding will be at the same level. In recent years two left turn refuges have been added, one by State forces and one with private funds. This has greatly reduced the need for the type of project presently programmed. At the same time the pavement has deteriorated to the point that immediate action is required to preserve the roadbed.

The highway supports heavy timber and recreational traffic and is congested. The minor widening contemplated provides school bus turnouts that would eliminate the existing need to stop highway traffic to load and unload children. Region 2 has identified this project as their number one priority for resurfacing.

It is proposed to ready this project for a September, 1981 letting.

If you approve of this request, we have drafted a letter to the Transportation Commission for your use.

KO:bkc

How does this tie up with your recommendations in [illegible] 6 Yr + TIP

RECEIVED
STATE HWY ENGR
APR 9'81
REFER TO
[illegible]
FOR

Form 734-3122

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION: Date: 4-7-81

Proposed Section: Vail Creek - Sweet Home Region: II
Highway: Santiam St. Hwy. No. 16 M.P. 18.1 to M.P. 26.4 Length: 8.3
County(s): Linn (Attach Sketch Map)
Recommended Construction Date: 8-81 Proposed 6 YP 82
Method of Doing Work: Contract X St. Force ____ Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☒	Vail Creek - Sweet Home	Current 6 YP	1983	
		Recommend		

If not one of the above - Recommended Financing: ____

FAI ☐, FAP ☒, FAS ☐, ST. CONST. ☐, OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	12'	4	-			5200-7100			
Proposed Facility:	2 W/LTR	12'	4 & 10							

D. DEFINE THE PROBLEM: Highway 20 supports heavy timber and recreational traffic and has a longstanding history of congestion. In 1971, approval was advanced to widen the highway to four lanes. Lack of funds postponed the project. The pavement has deteriorated so that immediate action is required.

E. PROPOSED SOLUTION:

Ovelay existing roadway and add one left turn refuge, widen south shoulder to 10' for part of length.

F. REASON FOR REQUEST AT THIS TIME:

Change status of project from left turns - Signals, as listed in present six year plan, to overlay - left turn and advance project for fall 81 letting.

G. COST ESTIMATE

Roadway Work	$ 3,000,000
R/W (Approx: No. of Parcels ___, Acres ___, Any Reloc. ___).	
Structures	
Other (Define)	
Preliminary Engineering (By Whom) O.S.H.D.	
TOTAL	$ 3,000,000

for Philip D.

H. REQUESTED BY: Charles O. Fredrickson
Region Engineer or Section Head

Approval/~~Disapproval~~ H S Coulter 4/13/81
State Highway Engineer Date

Approval/Disapproval ____
Asst. Director for Operations Date

Remarks & Action Taken:

Oregon Transportation Commission – action not needed

Approval Date ____

Form 734-1386 (3-78)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 7, 1981

In Reply Refer to
File No.:

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE 4/15/81

TO: H. S. Coulter
State Highway Engineer

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Request
Dayville - Stewarts Bridge Section
John Day Highway
Grant County

No action appears needed. — merely an extension of limits, a modification of program. JSC

Attached for your approval is a project request for shoulder widening and overlay on the above project.

This section has experienced severe winter deterioration. It falls between a previously constructed section at Dayville and a previously approved project (Stewarts Br.-Flat Creek) which is presently scheduled for letting in September this year. It would be desirable both from the continuity of roadway and the probability of lower bids to combine this project with the Stewarts Bridge - Flat Creek section.

If you approve of this request, we have drafted a letter to the Transportation Commission for your use.

KO/lms

RECEIVED
STATE HWY ENGR
APR 8 '81
REFER TO
[illegible]
Info File

How does this line up with yr. recommendations on the future program? JSC

~~Approval [illegible]~~

Form 734-3122

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION

Date: March 1981

Proposed Section: Dayville - Stewarts Bridge (Comb) Region: 5

Highway: John Day St. Hwy. No. 5 M.P. 132.0 to M.P. 134.4 Length: 2.4

County(s): Grant (Attach Sketch Map)

Recommended Construction Date: To be determined in 6-Year plan update Proposed 6 YP ____

Method of Doing Work: Contract X St. Force ____ Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: Resurfacing project to be funded with Federal Aid funds.

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year 1979)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	28'					730			
Proposed Facility:	2	32'								

D. DEFINE THE PROBLEM: This section is narrow and badly deteriorated with potholes, cracking and deflation.

E. PROPOSED SOLUTION: Shoulder widening, drainage improvement and a 4-inch overlay is proposed.

F. REASON FOR REQUEST AT THIS TIME: This project is Region priority No. 10 (to be combined with the Stewarts Bridge - Flat Creek Section) for resurfacing. It is appropriate to consider it with the 6-Year plan update.

G. COST ESTIMATE

Roadway Work	$ 620,000
R/W (Approx: No. of Parcels ___, Acres ___, Any Reloc. ___).	0
Structures	0
Other (Define)	0
Preliminary Engineering (By Whom) Highway Division	7,000
TOTAL	$ 627,000

H. REQUESTED BY: W. E. Schwartz
Region Engineer ~~Section Head~~

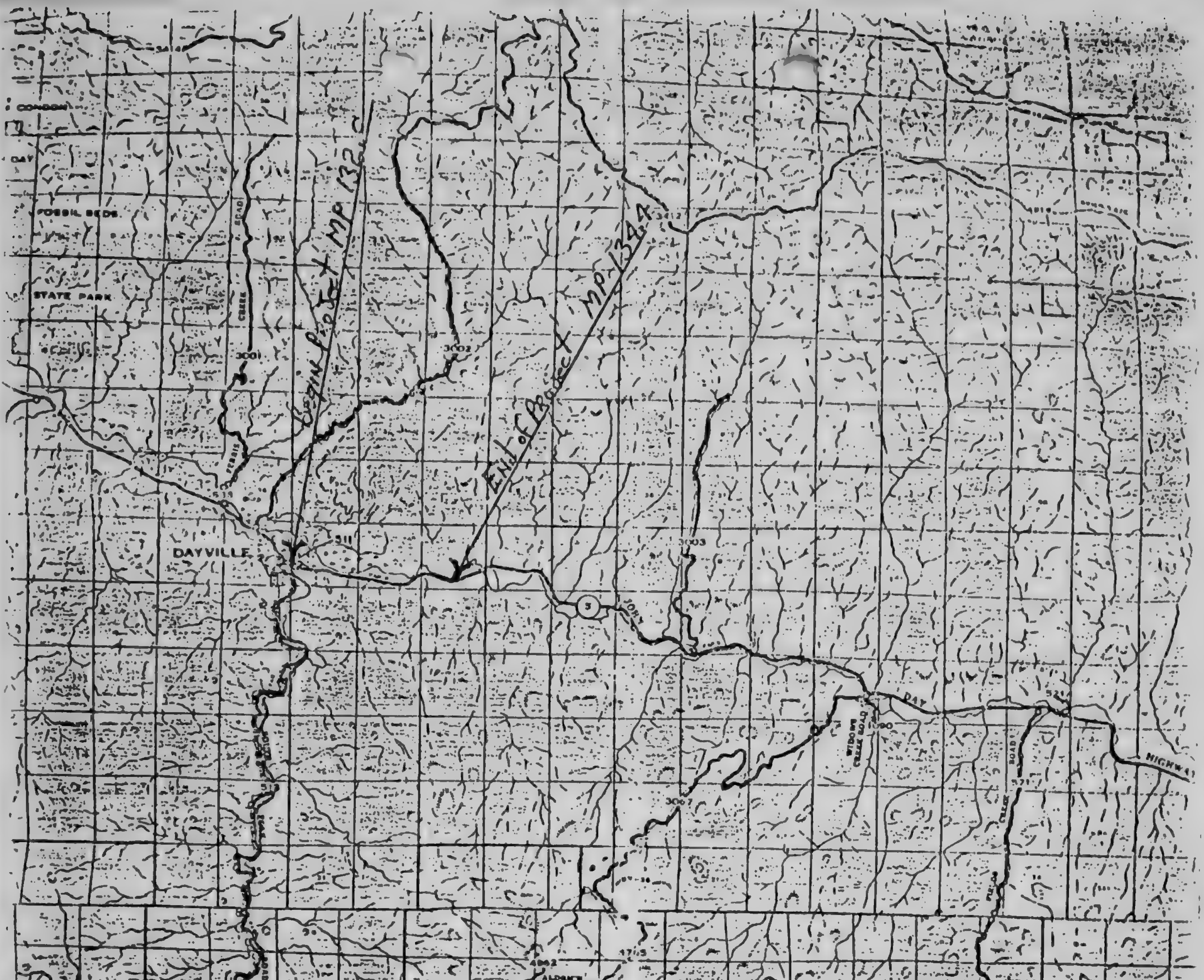
Approval/Disapproval al 4/15/81
State Highway Engineer Date

Approval/Disapproval ____
Asst. Director for Operations Date

Remarks & Action Taken:

Oregon Transportation Commission action not needed

Approval Date ____


Begin Project X MP 132.6
End of Project X MP 134.4
CONDON
FOSSIL BEDS
STATE PARK
DAYVILLE
3001
3002
3003
3007
3412
511
JOHN
DAY
HIGHWAY
WIDOW CREEK ROAD
ALDRICH
LO ROAD
ALDRICH MOUNTAIN ROAD
MALHEUR
NATIONAL

Con 21-4
John Day

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-13-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-88-2(6)

2. STATE PROJECT NO.
See below

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10101

2A. COUNTY NAME
Grant

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
2/12/81

8. FEDERAL ROUTE NUMBER
Primary 88

9. STATE ROUTE NUMBER
Primary 5

10. GENERAL LOCATION:
Stewarts Bridge - Flat Creek Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archological salvage and utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 1/22/81 at a TEC of $51,500
Federal Funds $45,412.

RECEIVED
STATE HWY ENGR
FEB 23 '81
TO
[illegible]

2-24-81

14. DATE
2/12/81

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hessner

16. TITLE
for Acting Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Form FHWA 121 (1/80)

Con 21-4
John Day

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Project Category Request
Oregon Project F-88-2(-)
Stewarts Creek-Flat Creek Section
John Day Hwy., Grant County

Date: January 13, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your December 17, 1980 letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg V, Env

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JAN 15'81
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

5

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME Stewarts Bridge - Flat Creek			
HIGHWAY NAME John Day			HIGHWAY NUMBER 5
REGION 5	ADMINISTRATIVE DISTRICT 12	COUNTY Grant	CITY
LENGTH 3.5	MILEPOST NUMBER 134.48 TO 138.05	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Overlay and widen existing alignment to correct structural and design deficiencies

REFERRED TO
Beard
Stoudenmeyer
Cole ✓
Mann W
Eriksen
Watson
Hager
Dorn
Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen Db
3 Olson aea
Sullivan
Terpin
Trout
4 Wakeriing

RECEIVED
OCT 10 1980
ROAD DESIGN SECTION

Do not file
Return To
Engineer
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1979-730	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 55	DESIGN STANDARDS AASHTO Min	TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank C. Terpin
Location Engineer
Date 10/6/80

3 · FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two - Var. - 10' - 12'	* Two 12'
SHOULDERS	Gravel - Var. - 0 - 6'	* Two 4'
MEDIANS		— —
PARKING LANES		— —
SIDEWALKS		— —
BIKEWAYS		Shldr. Bikeway
INTERCHANGES		——
OTHER:		— —

* AASHTO Min. 11' & 6'

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures RCBC & Irrigation	☐	☐	☒
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☒	☐
Stream Various	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☒	☐	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☐	☒
Flood Plain	☐	☒	☐
Irrigation District	☐	☐	☒
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☒	☐	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 · FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing	☐	☒	☐
Borrow Source	☐	☐	☒
Material Source	☒	☐	☐
Utilities	☒	☐	☐

Type Power and Telephone

	YES	NO	MAYBE
Hydraulics Study	☐	☐	☒
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☐	☒
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3)	3
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	(7.0)	
P.S. & E. DOCUMENTS	( )	5.0

RECOMMENDED CONSTRUCTION DATE ______ (Region) H.I.P. '82 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

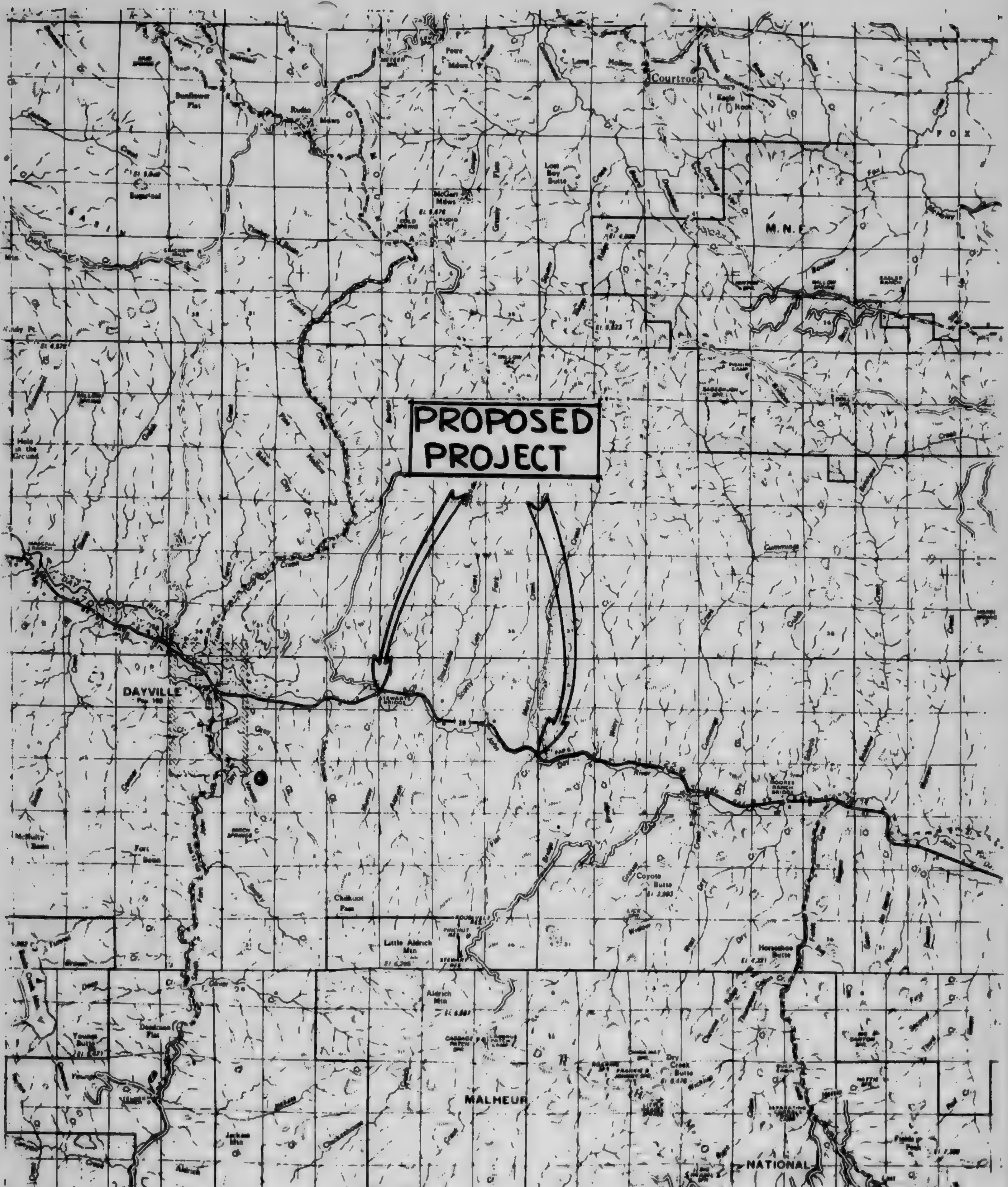
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$41,500	54,500
RIGHT OF WAY	20,000	20.000
TRAFFIC CONTROL		*50.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL H.I.P. *900,000		

SUBMITTED BY RN Hatcher


PROPOSED PROJECT
Courtrock
Long Hollow
Eagle Rock
FOX
Sunflower Flat
Rudio Mdws
Powe Mdws
Lost Boy Butte
McGerr Mdws
Sugarloaf
M.N.F.
Windy Pt.
Hole in the Ground
Cummings
DAYVILLE
Pop. 190
Dry
River
Creek
McNulty Basin
Fox Basin
Chalkuot Pass
Coyote Butte
Little Aldrich Mtn
Aldrich Mtn
Horseshoe Butte
Young Butte
Deadman Flat
Jackass Mtn
Dry Creek Butte
MALHEUR
NATIONAL
Aldrich

9755 6-7-78

CASH | EXPENSES | ACCOUNTS RECEIVABLE | SUMMARY | PAYROLL | PROPRIETOR

SOLD TO	QUANTITY AND KIND	1 LIVESTOCK SOLD	2 DAIRY AND LIVESTOCK PRODUCTS SOLD	3 CROPS AND OTHER PRODUCTS SOLD	4 OTHER FARM INCOME	5 OTHER FARM INCOME	6 TOTAL
Oregon Dept of Transportation (Highway Division)	1.99 Acres bottomland	1,200 00					
Community Credit Corp	Shrub Control - Planning	3,500 00					
Mobil Oil Corp.	Oil + Gas Lease Rental	141 76					

CATTLE SALE L J. Kimball, Box 465 Prairie City, Ore 97869

38 steers @ 18,030 lbs (-2.6 shrink = 465 # av. wt/steer) @ 62¢ = $10,955.40 (av. 288 per steer)

CATTLE SALE Robert L Johnson Box 314 Vale, Oregon 97918 (473-3305)

14 heifers @ 5,000 lbs (-2.3 shrink = 350 # av wt/heifer) @ 52¢ = $2,545

9 " " 4,330 lbs (-2.6 shrink = 407 # av wt/heifer) @ 50¢ = $2,146

6 steers " 2,100 lbs (-2.3 shrink = 343 # av wt/steer) @ 62¢ = $1,275.96

29 head $5,969.96 (av 206 per animal)

Brenda Brooks Rent (Sept + Oct) $200

CATTLE CENSUS JAN 1, 1983

186 beef cows
32 replacement heifers (about 9 mos old) } 218 breeding stock
74 calves (about half males)
5 bulls
Total 297 cattle

7 horses (2 not yet broken)

TOTALS

TOTAL	DATE SOLD 19__	SOLD TO	QUANTITY AND KIND	1 LIVESTOCK SOLD	2 DAIRY AND LIVESTOCK PRODUCTS SOLD	3 CROPS AND OTHER PRODUCTS SOLD	4 OTHER FARM INCOME	5	6 TOTAL
	Sept 16	Oregon Dept of Transportation (Highway Division)	1.99 Acres bottomland	1,200 00					
	Oct 6	Community Credit Corp	Shrub Control-Planing	3,500 00					
	Oct 14	Mobil Oil Corp.	Oil + Gas Lease Rental	141 76					

Nov 24 CATTLE SALE L J. Kimball, Box 465 Prairie City, Ore 97869
38 steers @ 18,030 lbs (-2.4 shrink = 465 # av. wt/steer) @ 62¢ = $10,955.40 (av. $288 per steer)

Nov 24 CATTLE SALE Robert L Johnson Box 314 Vale, Oregon 97918 (473-3305)
14 heifers @ 5,000 lbs (-2% shrink = 350 # av wt/heifer) @ 52¢ = $2,548
9 " " 4,330 lbs (-2% shrink = 407 # av wt/heifer) @ 50¢ = $2,146
6 steers " 2,100 lbs (-2% shrink = 343 # av wt/steer) @ 62¢ = $1,275.96 (av 206 per animal)
29 head $5,969.96

Dec 30 Brenda Brooks Rent (Sept + Oct) $200

CATTLE CENSUS JAN 1, 1983

186 beef cows
32 replacement heifers (about 9 mos. old) } 218 breeding stock
74 calves (about half males)
5 bulls
Total 297 cattle

7 horses (2 not yet broken)

3)

TOTALS

TOTAL	DATE SOLD 19 83	SOLD TO	QUANTITY AND KIND	1 LIVESTOCK SOLD	2 DAIRY AND LIVESTOCK PRODUCTS SOLD	3 CROPS AND OTHER PRODUCTS SOLD	4 OTHER FARM INCOME	5	6 TOTAL	
	12/10/83	Clay Tailor Auction, Redwood	(CATTLE SALE)				Price			1
	Sold:	30 Steers Av. wt 466 lbs.	Gross wt 14,250	Net wt: 13,965 (2% shrink)			$ 0.64		$ 8,937 60	2
										3
			(average	$ 290 per steer)			Brand	Ins.	34.50	4
							Net		$ 8,903 10	5
										6
		CATTLE CENSUS	JAN 1, 1984							7
		199 cows	(7 cows in hills yet)							8
		100 weaned calves								9
		7 Bulls	(2 bulls in hills yet)							10
		7 horses								11
										12
										13
			TOTALS							33

	SOLD TO	QUANTITY AND KIND	1 LIVESTOCK SOLD	2 DAIRY AND LIVESTOCK PRODUCTS SOLD	3 CROPS AND OTHER PRODUCTS SOLD	4 OTHER FARM INCOME	5 OTHER FARM INCOME	6 TOTAL	
3	Clay Taylor Auction, Redwood	(CATTLE SALE)				Price			1
D:	30 Steers Av. wt 466 lbs	Gross wt 14,250	Net wt: 13,965 (2% shrink)		$	0.64		$ 8,937 60	2
									3
		(average	$ 290 per steer)			Brand	Ins.	34.50	4
						Net		$ 8,903 10	5
									6
	CATTLE CENSUS	JAN 1, 1984							7
	199 cows	(7 cows in hills yet)							8
	100 weaned calves								9
	7 Bulls	(2 bulls in hills yet)							10
	9 horses								11
									12
									13
									14
									15
									16
									17
									18
									19
									20
									21
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									24
									25
									26
									27
									28
									29
									30
									31
									32
		TOTALS							33

CASH

EXPENSES

ACCOUNTS RECEIVABLE

SUMMARY

PAYROLL

PROPRIETOR

MICROFILM

EXHIBIT "A"

Land in Grant County, Oregon, as follows:

In Twp. 12 S., R. 27 E., W.M.:
Sec. 11: S1/2S1/2.
Sec. 12: SW1/4NW1/4, W1/2SW1/4.
Sec. 13: W1/2NW1/4.
Sec. 14: All.
Sec. 23: All.
Sec. 26: E1/2E1/2.
Sec. 35: All.

In Twp. 13 S., R. 27 E., W.M.:
Sec. 2: SW1/4, SAVE & EXCEPT the following:
(a) That portion which lies West of what is known as Stockdale Creek described as follows:
Beginning at the West quarter corner of said Sec. 2;
thence South 1018 feet;
thence N. 41° 30' E. 1359.2 feet;
thence N. 89° 54' W. 900.6 feet to the place of beginning
(b) That portion conveyed to Grant County, Oregon, by Deed dated April 10, 1922, recorded Feb. 2, 1925, in Book 35, Page 573, Deed Records of Grant County, Oregon, for right of way.
Secs. 3 and 10: All that portion of the E1/2SE1/4 of Sec. 3 lying East of what is known as Stockdale Creek; and all that portion of the NE1/4NE1/4 of Sec. 10 lying North of the John Day River, described as follows:
Beginning at the Northeast corner of said Sec. 10;
thence South 1073 feet;
thence N. 28° 11' W. 1217.3 feet;
thence N. 18° 16' W. 745.5 feet;
thence N. 41° 30' E. 1220.3 feet;
thence South 1622 feet to the place of beginning.
SAVE & EXCEPT the following:
(a) That portion conveyed to Grant County, Oregon, by Deed dated April 10, 1922, recorded Feb. 2, 1925 in Book 35, Page 573, Deed Records of Grant County, Oregon, for right of way.
(b) That portion conveyed to the State of Oregon, by and through its State Highway Commission, by Deed dated Sept. 13, 1935, recorded Nov. 7, 1935 in Book 40, Page 607, Deed Records of Grant County, Oregon, for right of way.

Sec. 11: N1/2N1/2, SAVE & EXCEPT the following:

(a) That portion conveyed to Grant County, Oregon by Deed dated April 10, 1922, recorded Feb. 2, 1925 in Book 35, Page 573, Deed Records of Grant County, Oregon, and in Book 35, Page 574, said Deed Records, for right of way.

(b) That portion conveyed to the State of Oregon by and through its State Highway Commission, by Deed dated Sept. 13, 1935, recorded Nov. 7, 1935 in Book 40, Page 607, Deed Records of Grant County, Oregon, for right of way.

In Twp. 12 S., R. 28 E., W.M.:
Sec. 15: S1/2.
Sec. 22: All.

68642

STATE OF OREGON
County of Grant } ss.

I hereby certify that the within instrument was filed in my office for record on this 29 day of June A.D., 1972 at 1 37 o'clock P M., and is duly recorded in Book 43 of Mtges at Page 19 to 23 inclusive.

Witness my hand and official seal
John Liveira, County Clerk
By ____________ Deputy

Fees $ 10 00

INDEXED

Return:

(a) That portion conveyed to Grant County, Oregon by Deed dated April 10, 1922, recorded Feb. 2, 1925 in Book 35, Page 573, Deed Records of Grant County, Oregon, and in Book 35, Page 574, said Deed Records, for right of way.

(b) That portion conveyed to the State of Oregon by and through its State Highway Commission, by Deed dated Sept. 13, 1935, recorded Nov. 7, 1935 in Book 40, Page 607, Deed Records of Grant County, Oregon, for right of way.

In Twp. 12 S., R. 28 E., W.M.:
Sec. 15: S1/2.
Sec. 22: All.

[illegible]

STATE OF OREGON } ss.
County of Grant }

I hereby certify that the within instrument was filed in my office for record on this 29 day of June A.D., 1972 at 1 37 o'clock P M., and is duly recorded in Book 43 of Mtges at Page 19 to 23 inclusive.

Witness my hand and official seal
John Liveira
John Liveira, County Clerk

By ______________ Deputy

Fees $ 10 00

INDEXED

Page 2 - EXHIBIT "A"

Return:
[illegible]

1984 Vance Ck. Rest Area- Cottonwood Ck. Sec. John Day-Burns Hwy 12 mi. N. of Seneca. (treated base, paving and structure) 9756

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 5	COUNTY Grant	DIVISION Oregon
DATE OF REPORT 10/28/86	REPORT MADE BY 10-31-86 T. P. Lowe, Area Engineer		PROJECT NO. HES-69(2) and F-69(3)
COMPLETION DATE (Actual) 9/28/84	ACCEPTANCE DATE BY CONRTACT AGENCY 3/11/86	TIME ELAPSED 100 %	CONTRACT TIME 200 DAYS

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

VANCE CREEK REST AREA - COTTONWOOD CREEK SECTION
JOHN DAY HIGHWAY
Treated Base, Paving & Structure

This project provided for rehabilitation of the existing structural section on approximately 16.7 miles of highway, 2.7 miles of guardrail construction, and the replacement of the existing structure at Bear Creek.

The typical section for the project from Seneca northerly (approximately 12.9 miles) consisted of 2½ inches of emulsified asphalt paving over 12 inches of treated in place cement treated base. The southerly 3.8 miles was essentially an overlay with shoulder widening.

The final cost of $2,618,000 is 2% under the authorization.

- TPL -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 31 '86
REFER TO Fredrickson
FOR

ly
10/31

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE Area Engineer	DATE 10/29/86	TITLE District Engineer B	DATE 10/29/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

7756

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 9-152	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Grant
PROJECT REPORT NUMBER	7-[illegible]-86	Project Number F-69(3)
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,656,303	$ 2,629,863
Federal funds	$ 2,341,530	$ 2,318,224
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23TH day of SEP, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon September 19, 1986

Federal-Aid Project No. F-69(3)

Vance Cr. Rest Area-Cottonwood Cr. Sec.
John Day-Burns Highway
Grant County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M.P. 15.6 to 24.287)(M.P. 24.292 to 32.3)

Total from estimate of 12-7-84		$ 2,282,189.50
	Subtotal	$ 2,282,189.50
	Engineering	254,333.50
	Total	$ 2,536,523.00

Type Code X080
Structure Br. #3564A (M.P. 24.287 No. 24.292)

Total from estimate of 12-7-84	$ 93,340.00

Length of Roadway	16.695 mi.
Length of Structure	0.005 mi.
Total	16.700 mi.

Cost of Roadway Per Mile	$ 151,933.10

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	010	88.15%	$2,536,523.00	$2,235,945.00	$ 300,578.00
Structure	010	88.15%	93,340.00	82,279.00	11,061.00
Total			$2,629,863.00	$2,318,224.00	$ 311,639.00

Sub. Job 020:0%; Sub. Job 021: 99%
Contract No. C09756
Prefix: C012-1424
C012-1061
DDB:bkb

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 132	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Grant [illegible] HES 69(2)
MODIFICATION NUMBER 2		Project Number F-69(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,620,303.00	$ 2,656,303.00
Federal funds	$ 2,309,796.00	$ 2,341,530.00
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of December, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XRX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

FUNDS AVAILABLE
Bi DATE 12-13-84

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 7, 1984

FEDERAL AID PROJECT NO. F-69(3)

VANCE CREEK REST AREA - COTTONWOOD CREEK SECTION
(STAR RIDGE - COTTONWOOD CREEK)
JOHN DAY-BURNS HIGHWAY
GRANT COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY M.P. 15.600 to M.P. 24.287 BEAR CR. BR.)
(M.P. 24.292 to M.P. 32.300)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Watering	$ 40.00	120	$ 4,800.00	1,020	$ 40,800.00
	Subtotal		$ 4,800.00		$ 40,800.00

Increase	$ 36,000.00
Subtotal from estimate of March 22, 1984	2,246,189.50
Subtotal	$2,282,189.50
Engineering	280,773.50
Total	$2,562,963.00

Type Code X080
STRUCTURE, BRIDGE NO. 3564A (M.P. 24.287 to M.P. 24.292)

Total as on estimate of March 22, 1984	$ 93,340.00
Length of Roadway	16.695 mi.
Length of Structure	.005 mi.
Total	16.700 mi.
Cost of Roadway Per Mile	$ 153,516.80

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 2,562,963.00	$ 2,259,251.00	$ 303,712.00
Structure	93,340.00	82,279.00	11,061.00
Total	$ 2,656,303.00	$ 2,341,530.00	$ 314,773.00

Group 2 99%
Contract No. 9756
Prefix: 12-1424
Prefix: 12-1061

WH:bkb

97.6

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-261	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
MODIFICATION NUMBER 1	10-1-84	County Grant Project Number F-69(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 9, 19 84,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,620,303.00	$ 2,620,303.00
Federal funds	$ 2,620,303.00	$ 2,309,796.00
Other revisions	Appn Code 010	

(Note: Additional Federal Funds Collected - $205,113.90)

This modification is made for the following reasons:
"The project agreement executed 4-9-84, is modified to decrease federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gerry C. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

VANCE CR REST AREA -
COTTONWOOD CR
GRANT CO
12-1061

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

9756

STATE COPY OMB No. 04-R2089

F

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-102 + 103	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-9-84	State OREGON County GRANT Project No. F-69(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 395, Star Ridge-Cottonwood Creek

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-1-84	16.700
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 2,620,303.00	FEDERAL FUNDS $ 2,309,796.00 *

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

* See reverse for additional provisions

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XX FOR: H. S. Coulter

State Highway Engineer
(Title)

By ____________________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible] 9 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100.0 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145. The additional Federal funds requested total $310,507.00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 88.15 percent."

AGREEMENT PROVISIONS

oject No. F-69(3)

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 22, 1984

FEDERAL AID PROJECT NO. F-69(3)

VANCE CREEK REST AREA-COTTONWOOD CREEK SECTION
(STAR RIDGE - COTTONWOOD CREEK)
JOHN DAY/BURNS HIGHWAY
GRANT COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (M.P. 15.600 to M.P. 24.287 BEAR CR. BR.)(M.P. 24.292 to M.P. 32.300)

Mobilization	98%	All Required		$ 225,400.00
Temporary Protection and Direction of Traffic	98%	All Required		9,800.00
Temporary Signs	436	Sq. Ft.	9.00	3,924.00
Temporary Barricades	8	Each	40.00	320.00
Temporary Continuous Rail Barrier Reflectorized	363	Lin. Ft.	4.00	1,452.00
Temporary Delineators	20	Each	15.00	300.00
Flagmen	1,720	Hour	10.00	17,200.00
Pilot Car	800	Hour	30.00	24,000.00
Temporary Striping	1,000	Lin. Ft.	1.00	1,000.00
Stripe Removal	500	Lin. Ft.	3.00	1,500.00
Removal of Structures and Obstructions	98%	All Required		9,800.00
General Excavation	1,425	Cu. Yd.	12.00	17,100.00
Granular Embankment	275	Cu. Yd.	12.00	3,300.00
Toe Trench Excavation	65	Cu. Yd.	10.00	650.00
Detour Removal Excavation	1,440	Cu. Yd.	3.00	4,320.00
Trench Excavation	60	Cu. Yd.	15.00	900.00
Watering	120	M-Gal.	40.00	4,800.00
1"-0 Aggregate Base	6,850	Ton	7.25	49,662.50
Cement Treated Base	206,000	Sq. Yd.	3.40	700,400.00
Cement for Treated Base	7,600	Ton	1.00	7,600.00
Aggregate for Treated Base	45,800	Ton	5.00	229,000.00
Asphalt in Chip Seal	500	Ton	180.00	90,000.00
Aggregate in Chip Seal	4,200	Ton	14.00	58,800.00
Emulsified Asphalt Concrete Mixture	34,300	Ton	7.50	257,250.00
Emulsified Asphalt Concrete Mixture in Leveling	2,300	Ton	15.00	34,500.00
Emulsified Asphalt in Mixture	2,200	Ton	158.60	348,920.00
Aggregate in Sand Choke Seal	2,380	Ton	10.00	23,800.00
Membrane Waterproofing	650	Sq. Yd.	12.00	7,800.00
Asphalt in Tack Coat	15	Ton	1.00	15.00
48-inch Arch Type Pipe	54	Lin. Ft.	65.00	3,510.00
Extra for Pipe Under Pavement	26	Lin. Ft.	10.00	260.00
Guard Rail, Type 2A	3,013	Lin. Ft.	9.50	28,623.50
Guard Rail, Type 3	300	Lin. Ft.	20.00	6,000.00

Guard Rail Anchors, Type 1	22	Each	325.00	7,150.00
Extra for Guard Rail Bridge Connections	8	Each	325.00	2,600.00
Rail End Pieces, Type "C"	22	Each	90.00	1,980.00
Type 1 Fence	890	Lin. Ft.	2.25	2,002.50
Extra for Asphalt Approaches	92	Each	225.00	20,700.00
Loose Riprap, Class 100	165	Cu. Yd.	20.00	3,300.00
Delineators, Type 1	700	Each	17.50	12,250.00
				$2,221,889.50

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 17,400.00
Temporary Pavement Striping	All Required	5,100.00
Roadside Seeding and Mulching	All Required	1,000.00
On the Job Trainees (1x1,000 hr. at $0.80)	All Required	800.00
		24,300.00
	SUBTOTAL	$2,246,189.50
	Engineering	280,773.50
	TOTAL	$2,526,963.00

TYPE CODE X080
STRUCTURE, BRIDGE NO. 3564A (M.P. 24.287 to M.P. 24.292)

Bridge Removal Work		All Required		$ 15,000.00
Structure Excavation	100	Cu. Yd.	4.00	400.00
Furnishing Pile Driving Equipment		All Required		10,000.00

ALTERNATE "B"

Furnish HP 10x42 Steel Piling	310	Lin. Ft.	20.00	6,200.00
Drive Steel Piles	300	Lin. Ft.	.50	150.00
Structural Concrete, Class 3300 (15 Cu. Yd.)		All Required		4,000.00
4' x 45'/50' Prestressed Slabs	8	Each	4,000.00	32,000.00
Reinforcement (3,000 lbs.)		All Required		2,000.00
Metal Rail with Tubing	113	Lin. Ft.	40.00	4,520.00
Reinforced Concrete Bridge End Panels	145	Sq. Yd.	60.00	8,700.00
				$ 82,970.00
		Total, Alternate "B"		$ 82,970.00
		Engineering		10,370.00
		TOTAL		$ 93,340.00

Length of Roadway -----------	16.695 mi.
Length of Structure ---------	.005 mi.
TOTAL	16.700 mi.

Cost of Roadway Per Mile ---- $151,360.47

SUMMARY OF FUNDS 88.15%

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$2,526,963.00	$2,227,517.00	$299,446.00
Structure	93,340.00	82,279.00	11,061.00
TOTAL	$2,620,303.00	$2,309,796.00	$310,507.00

Reimbursement 100% $2,620,303.00 Public Law 97-424, S 145

Group 2: 99%
Contract No. 9756
Prefix: 12-1424
Prefix: 12-1061

DAR:RDS:pf

STAR RIDGE-COTTONWOOD CREEK

Nonparticipating - State Work

Single Mailbox Supports	2 Each	200.00	$400.00

9756

N

July 7, 1986

CON 5 - #9756

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On April 2, 1986, we wrote to you concerning release of final payment on Contract No. 9756 awarded to Western Mixing Co. for work on the Vance Creek Rest Area-Cottonwood Creek Section of the John Day-Burns Highway in Grant County.

Final payment on this contract is $7,643.37 and the total contract amount is $2,422,243.02 including $11,809.70 for work performed under force account.

George Bell
Assistant Director

cc: Western Mixing Co.
P.O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

CL 1986-0122

7756

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

March 18, 1986

CON 5
#9756
IN REPLY REFER TO FILE NO.:

Rettig, Rosenberry, Lovan & Morfitt
Attorneys at Law
P.O. Box 729
Caldwell, ID 83606

We have received your letter of February 13, 1986, on behalf of Alexander Construction Company, filing a claim against the following Highway Division contract:

FILED BY:	Alexander Construction Company
AMOUNT:	$7,537.71
FOR:	Installation of guardrails
AGAINST (Prime contractor):	Western Mixing Co.
CONTRACT NO.:	9756
PROJECT:	Vance Creek Rest Area-Cottonwood Creek Section, John Day-Burns Highway, Grant County
SURETY:	United Pacific Insurance Co.
AGENT:	Marsh & McLennan

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Western Mixing Co.
P.O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228

United Pacific Insurance Co.
Bond Department
33405 8th Ave. S.
Federal Way, WA 98003

NOTED ON CARD
APR 1 0 19

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

[illegible]

RECEIVED
MAR 24 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES OF
RETTIG, ROSENBERRY, LOVAN & MORFITT
ATTORNEYS AT LAW
1024 BELMONT STREET
P. O. BOX 729
CALDWELL, IDAHO
83606

HERBERT W. RETTIG
RICHARD ROSENBERRY
GREGG E. LOVAN
JAMES C. MORFITT

TELEPHONE
459-1541
AREA CODE 208

February 18, 1986

Mr. Robert Gormsen
Commission Services
Transportation Building
Room 121
Salem, OR 97310

RE: My Client: Alexander Construction Co.
Job: F.A.P. #HES-69(2) & F-69(3)
Vance Creek Rest Area - Cottonwood
Creek, John Day - Burns Highway
Contract No. 9856*
General or Prime Contractor: Western
Mixing Company - Surety: United Pacific
Insurance Company

* incorrect #-
Corr is
#
9756

Dear Mr. Gormsen:

This office represents Alexander Construction Company of 1213 3rd Avenue North, Nampa, Idaho, 83651. I am writing this letter on behalf of my client. My client was a subcontractor to Western Mixing Company who was the general or prime contractor on the above job. There is past due and owing my client at this time the sum of $7,537.71 on my client's subcontract which included the installation of guardrails at the project under contract with the general contractor. Notice is hereby given that my client does have a claim against the bond and/or any sums retained by any public body as a trust fund for the protection and payment of the undersigned.

Sincerely yours,

Herbert W. Rettig

HWR:t

cc: Western Mixing Company
United Pacific Insurance Company
Alexander Construction Company

RECEIVED
FEB 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9756.

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9756

TO: Robert Gormsen
Manager, Commission Services

DATE: March 11, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9756, On Site Work Substantially Completed September 28, 1984

All Work Completed April 15, 1985

Project Vance Cr. Rest Area-Cottonwood Creek

Highway John Day-Burns

County Grant

Type of Work Treated BAse, Paving & Structure

Contractor Western Mixing Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

4-2-86 - Surety letter written.

noted RGormsen

RECEIVED
MAR 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

975

January 31, 1986

CON S
#9756 & 9757

Meyer, Seifer & Stewart, P.C.
Attorneys at Law
1000 Willamette Center
121 S.W. Salmon Street
Portland, OR 97204-2986
Attention: Jan D. Sokol

Your letter of January 24, 1986, requested that remaining funds on Contract Nos. 9756 and 9757 with Western Mixing Company be made payable directly to United Pacific Insurance Company in care of your office.

In order for this to be done, we must have an Assignment of Claim form completed for each contract. Attached are the necessary forms. It must be signed by the contractor and the surety.

Please return the completed forms for each contract to 121 Transportation Building, Salem, OR 97310.

Robert W. Gormsen
COMMISSION SERVICES

Attachment

FKN:cc

MEYER, SEIFER & STEWART, P.C.
ATTORNEYS AT LAW
1000 WILLAMETTE CENTER
121 S. W. SALMON STREET
PORTLAND, OREGON 97204-2986

PAUL R. MEYER
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG*
JAN D. SOKOL
MICHAEL J. CARO
SUSAN G. WHITNEY
RODNEY R. MILLS
ROGER A. LENNEBERG*
DEBORAH J. JOHNSON*

*ALSO ADMITTED IN WASHINGTON

TELEPHONE 221-0000
AREA CODE 503

January 24, 1986

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Western Mixing Co.,
Contract Numbers 9756 and 9757

Dear Mr. Gormsen:

I am in receipt of your letter dated January 17, 1986. All funds remaining on these projects should be paid directly to United Pacific Insurance Company in care of this office. In the alternative, the funds can be paid to this office directly and the funds will be held in a trust account pending the resolution of all claims, if any on the projects.

Please call me if you have any further questions.

Very truly yours,

MEYER, SEIFER & STEWART, P.C.

Jan D. Sokol

Jan D. Sokol

cc: Chuck Schrader
Kim McNaughton

RECEIVED
JAN 27 1986
[illegible]

9756

January 17, 1986

CON 5-9756 & 9757

Meyer, Seifer & Stewart
Attorneys at La
121 SW Salmon Street
Portland, OR 97204

Attention: Jan D. Sokol

The Construction Highway Division Office has forwarded to me copies of your December 11, 1985, letters written on behalf of United Pacific Insurance Company concerning Contracts 9756 and 9757 with Western Mixing Company.

As requested in your letters, all remaining funds on these projects will be held until a written consent of United Pacific Insurance Company is received.

These written consents should be mailed to my attention, 121 Transportation Building, Salem, OR 97310.

Robert W. Gormsen
COMMISSION SERVICES

cc: Western Mixing Company
P.O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228

United Pacific Insurance Co.,
Bond Department
33405-8th Ave. S. C-3000
Federal Way, WA 98003

bc: Jack Sollis
Bryant Jackmond
Jan Peterson
Bruce Walton
Bob Hector
Dale Allen

FKN:cc

MEYER, SEIFER & STEWART, P.C.
ATTORNEYS AT LAW
1000 WILLAMETTE CENTER
121 S. W. SALMON STREET
PORTLAND, OREGON 97204-2986

TELEPHONE 221-0000
AREA CODE 503

PAUL R. MEYER
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG*
JAN D. SOKOL
MICHAEL J. CARO
SUSAN G. WHITNEY
RODNEY R. MILLS
ROGER A. LENNEBERG*
DEBORAH J. JOHNSON*

*ALSO ADMITTED IN WASHINGTON

December 11, 1985

RECEIVED
1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
DEC 13 '85
REFER TO
Adams
FOR

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Oregon State Highway Department
Transportation Building
Salem, Oregon 97310

Re: Western Mixing Co.
Contract Number 9756
Vance Creek Rest Area
Bond Number U49-93-60

Dear Gentlemen:

This office represents United Pacific Insurance Company in connection with the above matter. Our principal, Western Mixing Co., has advised us that claims may be filed in connection with the above project. This has required the posting of reserves. In addition, our principal has requested financial assistance for both completion of projects and other matters.

Please consider this letter formal notice that all remaining job funds in your possession are to be retained for our mutual benefit in the completion of the work and payment of valid amounts due subcontractors and suppliers. In no event should payment be made without the express written consent of United Pacific Insurance Company.

United Pacific Insurance Company is in the process of completing its investigation into this matter. We will again be in contact with you concerning the appropriate course of action that should be taken as to the remaining work and claims, if any, that have been or will be asserted by subcontractors and suppliers. I would appreciate you signing a copy of this letter which is enclosed and indicating on the copy the amount of funds remaining in your possession.

Please call me if you have any questions.

Very truly yours,

MEYER, SEIFER & STEWART, P.C.

Jan D. Sokol

Jan D. Sokol

Enclosures
cc: Charles R. Schrader

XC: Bob Garmsen
Bruce Walton

Retained funds: $10,000.00*
*Final quantity check not completed.

O. B. Jackmond
12-18-85

.CL 1985-0238✓

9756

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 2 1986
BARBARA ROBERTS
SECRETARY OF STATE

December 27, 1985

CON 5 - #9756 IN REPLY REFER TO FILE NO.:

Clark and Feeney
Law Offices
P.O. Drawer 235
Lewiston, Idaho 83501

Attention: Ron T. Blewett

We have received your letter dated December 13, 1985, with attached Notice of Claim from Seubert Excavators, Inc., against the following Highway Division contract:

FILED BY:	Seubert Excavators, Inc.
AMOUNT:	$3,263.27 plus interest
FOR:	Crushing & stockpiling of aggregate
AGAINST (Prime contractor):	Western Mixing Co.
CONTRACT NO.:	9756
PROJECT:	Vance Creek Rest Area-Cottonwood Creek Section, John Day-Burns Highway, Grant County
SURETY:	United Pacific Insurance Co.
AGENT:	Marsh & McLennan

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Western Mixing Co.
P.O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
P.O. Box 5009
Portland, OR 97228

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

RECEIVED
JAN 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
3-3-86cc

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of the letter.

LAW OFFICES OF
CLARK AND FEENEY
THE TRAIN STATION, SUITE 201
13TH AND MAIN STREETS
P. O. DRAWER 285
LEWISTON, IDAHO 83501

PAUL THOMAS CLARK
THOMAS W. FEENEY
RON T. BLEWETT
ASSOCIATE

TELEPHONE
AREA CODE 208
743-9516

December 13, 1985

Oregon State Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: Robert Gormsen

Dear Sir:

We are presenting the enclosed Notice of Claim for filing with the Clerk or Auditor of the Oregon State Department of Transportation in accordance with O.R.S. 279.528. Please phone my office should you have any questions or concerns. Thank you for your attention to this matter.

Sincerely yours,

CLARK and FEENEY

By: Ron T. Blewett

RTB:lf

enc.

cc: Seubert Excavators, Inc.
Western Mixing Company
United Pacific Insurance Company

NOTICE OF CLAIM

TO: Oregon State Department of Transportation

Notice is hereby given that the undersigned, Seubert Excavtors, Inc., an Idaho corporation, has a claim for crushing and stockpiling of aggregate performed and furnished by Seubert Excavators, Inc., by and through its job site forman, Larry Sonnen and other employees, in the sum of Three Thousand Two Hundred Sixty-Three Dollars and Twenty Seven Cents ($3,263.27) plus lawful interest from July 18, 1984, the date on which said sum became due, against the bond taken from Western Mixing Company and United Pacific Insurance Company for the work on the Vance Creek Rest Area/Cottonwood Creek Road Construction Job, Contract No. 9756, and demand is hereby made for payment of all said sums unto the claimant.

SEUBERT EXCAVATORS, INC.
P. O. Box 57
Cottonwood, Idaho 83522

By Thomas C. Reiner
Tom Reiner, aurhorized representative of
Seubert Excavtors, Inc.

N

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
CHARLES R. SCHRADER*
ANDREW K. CHENOWETH
F. GORDON ALLEN
STEPHEN C. VOORHEES

*OREGON AND WASHINGTON BARS

GEORGE V. EIGHMEY
ROBERT L. O'HALLORAN
LYNNIA K. WOODS
JAMES P. LAURICK
FRED L. KOPATICH
GEORGE J. HIBBERT

December 24, 1985

4903.04

Oregon State Highway Dept.
Transportation Building
Salem, OR 97310

Re: Western Mixing Co.
Contract Number 9756
Vance Creek Rest Area
Bond Number U49-93-60

Ladies and Gentlemen:

Please be advised that Western Mixing Co. disputes any allegation that they are in default or indebted to United Pacific under the terms of the indemnity agreement underlying the surety bond on the subject project or projects. We understand that this puts WSDOT in a very awkward position because you have competing claims for project proceeds. Therefore, Western Mixing Co. will not object if you hold the funds. However, if the funds are disbursed directly to United Pacific, an action will be lodged against you to recover such funds on the theory that they were wrongly diverted.

Please feel free to give me a call if you have any concerns or questions.

Very truly yours,

Charles R. Schrader

CRS/cah
cc: Western Mixing Co.
David Trachtenberg, Esq.

RECEIVED
STATE HWY ENGR
DEC 27 '85
REFER TO Fredrickson
FOR

Info	Answer	R/D	D/R	Sign	Act	File

cys
WES
adams

R

MEYER, SEIFER & STEWART, P.C.
ATTORNEYS AT LAW
1000 WILLAMETTE CENTER
121 S. W. SALMON STREET
PORTLAND, OREGON 97204-2986

TELEPHONE 221-0000
AREA CODE 503

PAUL R. MEYER
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG*
JAN D. SOKOL
MICHAEL J. CARO
SUSAN G. WHITNEY
RODNEY R. MILLS
ROGER A. LENNEBERG*
DEBORAH J. JOHNSON*

*ALSO ADMITTED IN WASHINGTON

December 11, 1985

RECEIVED
STATE HWY ENGR
DEC 13 '85
REFER TO
adams
FOR

Info	[illegible]	R/O	D/R	Sign	Act	File

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Oregon State Highway Department
Transportation Building
Salem, Oregon 97310

Re: Western Mixing Co.
Contract Number 9756
Vance Creek Rest Area
Bond Number U49-93-60

Dear Gentlemen:

This office represents United Pacific Insurance Company in connection with the above matter. Our principal, Western Mixing Co., has advised us that claims may be filed in connection with the above project. This has required the posting of reserves. In addition, our principal has requested financial assistance for both completion of projects and other matters.

Please consider this letter formal notice that all remaining job funds in your possession are to be retained for our mutual benefit in the completion of the work and payment of valid amounts due subcontractors and suppliers. In no event should payment be made without the express written consent of United Pacific Insurance Company.

United Pacific Insurance Company is in the process of completing its investigation into this matter. We will again be in contact with you concerning the appropriate course of action that should be taken as to the remaining work and claims, if any, that have been or will be asserted by subcontractors and suppliers. I would appreciate you signing a copy of this letter which is enclosed and indicating on the copy the amount of funds remaining in your possession.

Please call me if you have any questions.

Very truly yours,

MEYER, SEIFER & STEWART, P.C.

Jan D. Sokol

Jan D. Sokol

Enclosures
cc: Charles R. Schrader

9756

N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB	SECTION Vance Cr. Rest Area-Cottonwood Cr.	WEEK ENDING August 24, 1985
		SECTION PREFIX C09756
	HIGHWAY John Day - Burns	COUNTY Grant
	KIND OF WORK Treated Base, Paving, Structure	
CONTRACTOR Western Mixing	CONTRACT NUMBER 9756	FEDERAL AID PROJECT NUMBER HES-69(2) & F-69(3)
DATE OF CONTRACT March 1, 1984	DATE WORK STARTED April 4, 1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 200	WORK DAYS USED CALENDAR DAYS USED 200
PROJECT AUTHORIZATION: $ 2,651,802	SPECIFIED COMPLETION DATE September 29, 1984	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 2,463,229	ENGINEERING AUTHORIZATION $ 188,573	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,415,522	ENGINEERING COST TO DATE $ 201,538	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 89
ESTIMATED PERCENT: OVERRUN UNDERRUN 2 %	PERCENT OF AUTHORIZATION 107 %	DATE PROJECT WAS COMPLETED: September 28, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Crushed MAT'L. PROD.		
100	100		100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	16.7	16.7			16.7
MILES PARTIALLY COMPLETED	0	0			0.0
MILES COMPLETED	16.7	16.7			16.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,140cy	52,650tn	93,630tn		36,600tn
TOTAL QUANTITIES CORRECTED TO DATE	2,800cy	46,874tn	95,830tn		32,156tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,800cy	46,874tn	95,830tn		32,156tn
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3564A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18				
MONDAY 19				
TUESDAY 20				
WEDNESDAY 21				
THURSDAY 22				
FRIDAY 23				
SATURDAY 24				

[✓ CE] CAE
[✓ COE] [✓ OM]
OE
[✓ CA]
CAM
EEO

RECEIVED
[illegible]
CONSTRUCTION
SECTION

LS TC
[illegible]
[illegible]
[✓ GCS]
FILE

CONTR. NO: 9756 DATE: Aug. 24, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No activity.
19 MONDAY	No activity.
20 TUESDAY	No activity.
21 WEDNESDAY	No activity.
22 THURSDAY	No activity.
23 FRIDAY	No activity.
24 SATURDAY	No activity

REMARKS

Semifinal will be submitted to Region Office next week.

FINAL REPORT

SIGNED ______ LOCATION Ontario

B.N. Hatcher, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

77 CL 84-270

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 14, 1984

FILED
DEC 21 1984
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9756

Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

Gentlemen or Ladies:

This will acknowledge your letter dated November 28, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Douglas S. Coats, Inc.
AMOUNT:	$10,064.50
AGAINST (Prime contractor)	Western Mixing Co.
CONTRACT NO.:	9756
PROJECT:	Vance Creek Rest Area-Cottonwood Creek Section, John Day-Burns Highway, Grant County
SURETY:	United Pacific Insurance Co.
AGENT:	Marsh & McLennan

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON CARD
12-27-84 kjm

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Western Mixing Co.
PO Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
PO Box 5669
Portland, OR 97228

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

✓bc: Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

731-0188

BRIDGES STREETS & ROADS STEEL STRUCTURES

DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

November 28, 1984

Commission Services
State of Oregon Highway Department
Room 121 Transportation Building
Salem, Oregon 97310

PROJECT: Vance Creek Rest Area-Cottonwood Creek, Contract #9756

CONTRACTOR: Western Mixing Co, P O Box 7335, Eugene, Oregon 97401

SUBJECT: Claim against Bond

Gentlemen:

We subcontracted with Western Mixing Co of Eugene, Oregon to construct the Bridge and detour for the above mentioned project.

The bridge and detour have been completed since July 1984. We still have not been paid 6,054.63 for work performed at this jobsite and 4,009.87 retention being held by Western Mixing. Total amount of 10,064.50 due us.

Please consider this communication as our request for payment and claim for the above stated amount with the Bonding Company providing coverage for this contract.

Please confirm and advise.

Thank you.

Sincerely,

DOUGLAS S COATS INC

Ruth L Pooler

Ruth L Pooler, Secretary

RECEIVED
NOV 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Gary Potter
Program Section

DATE: November 8, 1984

FROM: J H Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: Starr Ridge-Cottonwood Creek
John Day-Burns Highway
Grant County

The Starr Ridge-Cottonwood Creek project was a 16.7 mile cold mix overlay with a mixed in place cement treated base. From a surfacing design perspective the pavement is structurally sound and no further treatment is necessary for an ADT of 600 vehicles.

About 40 to 50% of the pavement surface area is rough and requires some modification to provide an acceptable ride. This section of pavement is too rough to be left without some surface treatment to improve the ride.

There are several alternates that would improve the ride to an acceptable level:

1. A 2" hot mix overlay with an estimated cost of $800,000.
2. A 1½" hot mix overlay over approximately one-half the surface area at an estimated cost of $400,000.
3. An experimental cold weather milling of the surface irregularities plus a chip seal next summer over one-half the project at a total cost of $200,000.
4. The hot planing of the surface area over one-half the project and the placement of a thin ½" hot mix overlay at an estimated cost of $300,000.

I would recommend that we further investigate alternate 3, cold planing, and alternate 4, hot planing with a thin hot mix overlay. If neither of these options are feasible, then placing 1½" hot mix overlay over approximately one-half of the project during 1985 construction season would be recommended.

Attached is a copy of John Scofield's memo of November ~~8~~, 1984.

JHV:bn

Atch.

cc: E. S. Hunter

RECEIVED
STATE HWY ENGR
NOV 8 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: November 6, 1984

FROM: John T. Scofield
Location Field Engineer

SUBJECT: Correction of Ride Problem
Starr Ridge-Cottonwood Creek Section
John Day-Burns Highway

I have put together estimates for alternative correction processes. I discussed the situation with Bill Anhorn today and have included his comments.

Alternate No. 1 - Two-inch A.C. overlay over the entire project. Estimated cost, $800,000.

Bill feels that much of the roughness will be smoothed out under traffic this summer.

Alternate No. 2 - 1 1/2-inch A.C. overlay over 50% of the project with most of the tonnage being placed south of Seneca. Estimated cost, $400,000.

Alternate No. 3 - Cold Plane and Chip Seal 50% of the project. Estimated cost, $200,000.

Bill says that they tried cold planing on a rough A.C. overlay this summer. They used the profilograph and planed in the same procedure we use for P.C.C. He says that they succeeded in getting the profilograph to 7 inches but that the ride is still not good. This is similar to the results on the Columbia River-Powell Blvd. Section on I-205.

If we were to try grinding, we should rent a grinder and experiment. We can rent a grinder for about $20,000 for a week. This is based on hauling the grinder to the project and back and about 5 days work.

I wasn't able to catch Dale Allen to discuss cold planing, but I did talk to Dick Nelson. Dick thinks that cold mix could be milled with grade controls and produce a good ride. He thinks we could do it, even in the summer.

Alternate No. 4 - Heater scarify and Chip Seal 50% of the project. Estimated cost, $275,000.

The State of Arizona has been the major proponent of heater-scarifying. Mr. Gary Cooper of their construction branch says that Arizona is no longer doing much heater scarifying. This is based on high cost and air pollution problems. He says that it would work for smoothing out a road, but that cold planing works just as well at less cost, and no air pollution problems.

There are heater-scarifyers still available. A contractor in San Francisco has one.

It is interesting to note Bill Anhorn's comments on cold planing to improve ride. He stated that the two-inch hot mix overlay on the Pendleton-John Day Highway south of Pendleton was rougher than the Seneca project. He feels that even with the cold planing that it isn't good. We haven't heard much from the Region about the project.

Alternates 1 and 2 will solve the problem if good practices are followed. Alternate No. 1 is overkill. Alternate No. 3 is the cheapest but should only be pursued on an experimental basis.

We aren't likely to get cooperation from the field for cold planing.

JTS:ge

97316

1

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: November 1, 1984

RECEIVED
STATE HWY ENGR
NOV 9 '84
REFER TO
FOR

Info	Invs	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

NOV 05 1984
RECEIVED

FROM: John T. Scofield
Location Field Engineer

Gary Potter

SUBJECT: Starr Ridge-Cottonwood Creek
John Day-Burns Highway
Grant County

Attached are comments concerning the Project Prospectus for Starr Ridge-Cottonwood Creek. These comments have been submitted to Gary Potter as per his request.

To help define the rough areas on this project, I am going to initiate a check with the profilograph and the new May's Ride Meter, if available. This will help determine actual patching needs and also help establish a more reliable specification, if needed.

Extensive straight edge testing only turned up a few areas that are out of specs. They have been patched. The project, with unacceptable ride, meets our minimum specifications.

The poor ride is largely due to unstable mix, caused by excess fluids (water and emulsion). After looking at this project, plus the Dayville-Flat Creek Project (Barry Hatcher) and the Matney Road-Merrill Project (Jerry Thackery), I'm sure that the moisture was the largest contributor to the poor pavement.

At this time, the cold mix does not look like it will deteriorate. It has cured like a normal cold mix.

The moisture problem has been addressed in the specifications for future projects.

I am going to pursue gathering data concerning smoothness requirements. This is one of only a very few instances where we have unacceptable ride that is not out of specifications. We will check the use of the profilograph. We will run it on this project and possibly one or two others that are OK to see if it can identify what is "unacceptable." The May's Meter will be investigated also.

cy – Pat Do you want to finish this? I don't – It should be [illegible] –

JTS:ge
Attach.

cc Frank Terpin
Steve Macnab
R. D. Hector
Barry Hatcher
Ron Noble
Gordon Beecroft

81-125-1387

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: November 1, 1984

FROM: John T. Scofield
Location Field Engineer

SUBJECT: Starr Ridge-Cottonwood Creek
John Day-Burns Highway
Grant County

On October 16, 1984 I went over this project (contract 9756) with Barry Hatcher, Project Manager. I agree with the reports that the project has an unacceptable ride. The quality of the ride varied with the worst portion being from Seneca (M.P. 25) to the south end of the project (M.P. 32.3).

Extensive straight edge testing revealed that the pavement, generally, complied with the smoothness specifications for the project. The contractor patched a few areas that were out of specification. We are pursuing the smoothness specification problem.

The roughness is the result of poor workmanship by the contractor. The excess moisture also contributed to the difficulty in getting a good ride.

To obtain an acceptable ride, another lift of A.C. will be needed over the areas which are unacceptable. It is estimated that 1 1/2 inches of A.C. over 50% of the project will bring it to an acceptable level. This will take about 12,000 tons of A.C.

The project as constructed is structurally adequate. Also, the surfacing design of 12 inches of Cement Treated Base (mixed in-place) with a single 2 1/2-inch lift of Open Graded Emulsion Mix is suitable for this type of project.

JTS:ge

cc J. H. Versteeg
Frank Terpin
C. O. Fredrickson
R. D. Hector
Barry Hatcher
Gordon Beecroft
Ron Noble

1-125-1387

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: J. H. Versteeg
Design Engineer

DATE: October 25, 1984

FROM: Gary A. Potter, Manager GP
Program Section

SUBJECT: Region 5 Request on Starr Ridge-Cottonwood Creek
John Day-Burns Highway
Grant County

Region 5 has requested the subject project. Please analyze the request so we may have your comments available when we submit this project to the Contract Schedule Committee.

RFM:pf
Attachment

cc: R. D. Hector, Region 5

ROAD DESIGN
SECTION

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION: 5

SECTION: Starr Ridge - Cottonwood Creek

STATE HIGHWAY # 48	HIGHWAY NAME John Day - Burns	MILE POST FROM 15.6 TO 32.3	LENGTH 16.7 mi
☐ URBAN ☒ RURAL	CITY	COUNTY Grant	ROAD/STREET NAME
ROUTE # US 395	FEDERAL AID # 69	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 40
RIGHT OF WAY		$ 0
ROADWAY	$ 535	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 16	
	$	
30% ~~40%~~ ENGINEERING & CONTINGENCIES	$ 165	
TOTAL CONSTRUCTION		$ 716
TOTAL ESTIMATE		$ 756

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	6
WORK TYPE	(1-12)	4

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
RIGHT OF WAY ACQUISITIONS	(S,C,A)	

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/85	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	n/a	n/a
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	560	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

Surface design for contract No. 9756 was not adequate. Wearing course is not acceptable for smoothness.

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
OCT 1[illegible] 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

PROPOSED SOLUTION

Construct 2 inch overlay to bring wearing surface up to acceptable smoothness standards.

REQUESTED, REGION ENGINEER X	DATE 10/15/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

—SEE INSTRUCTIONS ON REVERSE—

SECTION Starr Ridge - Cottonwood Creek	KEY ID # REGION 5

PROJECT JUSTIFICATION

This project was constructed under Contract No. 9756 during the 1984 construction season. In an attempt to reduce the cost of the project, but obtain a new roadway surface, we used a design/construction technique calling for CTB with a single lift of emulsified AC mixture from M.P. 15.60 to M.P. 28.50. This technique resulted in a rather rough surface on the CTB, which we were not able to correct with the single course of emulsified AC mixture. Further, we called for preleveling the existing surface with a single course of emulsified AC mix from M.P. 28.50 to 32.3,which gave us the same poor smoothness. The effort to stretch the highway dollar was a fine idea but it just did not work.

In general, it is felt the poor quality of surface smoothness is directly attributable to the surfacing design. Although the CTB was constructed to the specifications and the overlay section was preleveled, we could not achieve an acceptable project. Going further, it is felt emulsified AC should not have been identified for this project. Washing of the aggregate was required in order to meet the cleanliness specification. As a result, the aggegate contained an excessive amount of moisture. Various methods were implemented to dry the material prior to mixing but nothing worked.

It is recommended a two inch overlay of hot AC mix over the entire project to bring this project up to an acceptable level.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND TCH MAP

-SEE INSTRUCTIONS ON REVERSE-

KEY ID #

SECTION
Starr Ridge - Cottonwood Creek

REGION
5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

UTILITIES (LIST BELOW)

COMPANIES
Not applicable

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	N	ACCESS CONTROL (Y/N)	

DESIGN SPEED
55

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2			11	×	11			2				
				2			11		11			2				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
B AC overlay		2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Starr Ridge - Cottonwood Creek

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

STATEWIDE ASSESSMENT

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

"SEE INSTRUCTIONS ON REVERSE"

KEY ID#

SECTION: Starr Ridge - Cottonwood Creek

REGION: 5

AUTHORIZATION NO.

PREFIX

DATE: 10-15-84

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		2,000.	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY	DATE 10/15/84	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 10/15/84	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

9756

F

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-66	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 41-84	State OREGON County GRANT Project No. HES-69(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 395, Vance Creek Rest Area - Star Ridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-1-84	0.00

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 33,047.00	FEDERAL FUNDS $ 29,742.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By

Manager, Program Section
(Title)

FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator APR 9 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100.0 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145. The additional Federal funds requested total $3,305.00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 90.0 percent."

U S. GOVERNMENT PRINTING OFFICE: 1977—724-393 3.1

882-239

AGREEMENT PROVISIONS

roject No
HES-69(2)

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 22, 1984

FEDERAL AID PROJECT NO. HES-69(2)

VANCE CREEK REST AREA-COTTONWOOD CREEK SECTION
(VANCE CREEK REST AREA-STAR RIDGE)
JOHN DAY/BURNS HIGHWAY
GRANT COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE PENG

Preliminary Engineering	All Required		$ 2,000.00

TYPE CODE SFTY
GUARD RAIL (M.P. 12.9 to M.P. 15.6)

Mobilization	2% All Required		$ 4,600.00
Temporary Protection and Direction of Traffic	2% All Required		200.00
Temporary Signs	100 Sq. Ft.	9.00	900.00
Flagmen	80 Hour	10.00	800.00
Removal of Structures and Obstructions	2% All Required		200.00
Guard Rail, Type 2A	2,025 Lin. Ft.	9.50	19,237.50
Guard Rail Anchors, Type 1	4 Each	325.00	1,300.00
Rail End Pieces, Type "C"	4 Each	90.00	360.00
	SUBTOTAL		$27,597.50
	Engineering		3,449.50
	TOTAL		$31,047.00

Length of Project -------- 0.00 mi.

SUMMARY OF FUNDS 90%

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Guard Rail	31,047.00	27,942.00	3,105.00
TOTAL	$33,047.00	$29,742.00	$3,305.00

Group 1: 1%
Contract No. 9756
Prefix: 12-1424
Prefix: 12-1061

DAR:pf

7136 48 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 22

TO: MEMO TO THE FILE

DATE: March 23, 1984

FROM: Steve Macnab
Steve Macnab
Specifications Engineer

SUBJECT: Cement Treated Base,
Treated in Place

While at the Umatilla Project Managers meeting, Bill Anhorn pointed out to me that Western Mixing Company, who was low bidder on the Vance Creek Safety Rest Area-Cottonwood Creek Section, significantly unbalanced its bid on the Item - Cement Treated Base. They bid this item at $1 per ton, while the second, third and fourth bidders bid it at $70, $85 and $87 per ton, respectively.

In reviewing the bids on this project, I find that Western Mixing also unbalanced their bid significantly on the Item - Asphalt in Tack Coat. They bid that, also, at $1, while the second, third and fourth bidders bid it at $200, $250 and $150, respectively.

These are two items that we estimate the quantity, using the mid-range of the amounts given in the specifications. Underbidding these items would be an advantage to the contractor and present little risk if we are consistently overestimating these quantities. As a result, we may be, almost across the board, reducing the quantities in the during construction. This is something that we need to look at and if we are overestimating bid quantities, we need to reduce the application rates that we use for those estimates.

By way of this memo, I am asking Jerry Wimer to review these two items to see what our practice has been during construction. I would like to know whether or not this was an unusual case, or whether the contractor knew, through our past practices, that we will reduce quantities during construction. If the latter is true, then I would ask the Construction Office to advise us on an application rate for these two items which would appear to be in keeping with the practice that we are using during construction.

Attachments

SHM:ja

cc Hal Versteeg (enc.)
Jerry Wimer "
Warren Richards "
Bill Anhorn "

RECEIVED
MAR 26 1984
ROAD DESIGN SECTION

____Versteeg ✓____
____Anderson________
____Adams________
____Macnab________
____Edwards________
____Terpin________
____Trout________
____Wekerlig________

Do Not File ☐
Return To ________
Bring Up ____/____/____
Action ________

81-125-1367

1 77[illegible]

48 N

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Grant Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01363

SECTION Vance Creek Rest Area - Starr Ridge (UNIT 2)

REGION 5

Hwy #43

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 12-1938

DATE 3/22/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		600	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 8,100
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F-[illegible]

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
C4 Adams
C4 Macnab
2 Edwards E
Terpin
3 Trout
Wakerlig

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ROAD DESIGN SECTION

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On H.I.P.

NOTED
RICK KUEHN

PREPARED BY Roger C. Lang	DATE 3/22/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/15/84
RECOMMENDED, REGION ENGINEER X	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5/14/84
RECOMMENDED, LOCATION ENGINEER X	DATE 5/11/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-19-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

Statewide

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01363

REGION 5

SECTION: Vance Creek Rest Area - Starr Ridge Unit 2.

STATE HIGHWAY # 48	HIGHWAY NAME John Day - Burns		MILE POST FROM 11.0 TO 12.9	LENGTH 1.9
☐ URBAN ☒ RURAL	CITY	COUNTY Grant	ROAD/STREET NAME	
ROUTE # US 395	FEDERAL AID # 69	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 9
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 10 6	
Guardrail	$ 110.5	
40% ENGINEERING & CONTINGENCIES	$ 46.5	
TOTAL CONSTRUCTION		$ 163
TOTAL ESTIMATE		$ 172

PROJECT DATA	
GRADING (✓)	
PAVING (✓)	
STRUCTURES (✓)	
SIGNING (✓)	
SIGNALS (✓)	
ILLUMINATION (✓)	
Guardrail	X
ENVIRONMENTAL CLASS (1,2,3)	2
DESIGN CATEGORY (1-7)	7
WORK TYPE (1-12)	12

RIGHT OF WAY	
FILES (#)	0
ACRES (#)	0
RELOCATIONS (#)	0

WORK BY STATE/CONSULTANT/APPLICANT	
PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	
RIGHT OF WAY ACQUISITIONS (S,C,A)	

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	3 / 87	FAP	1988

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	560	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Existing guardrail does not adequately protect the motoring public. Run off the road accidents have occurred in areas where no guardrail exists.

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ____
MAN. ASSIST. ________ PROGRAM UNIT ____
REFER TO ________________
FOR ________________

PROPOSED SOLUTION

Remove substandard guardrail and install new guardrail. Also install guardrail where warranted.

REQUESTED, REGION ENGINEER X	DATE 4-2-84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

X

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PI[illegible]ECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Vance Creek Rest Area - Starr Ridge [illegible]	KEY ID # 01363
	REGION 5

PROJECT JUSTIFICATION

Adequate protection of the motoring public on this section has been a long standing priority of the Region, the Grant County Court and C.O.G. District 12 (ECOAC).

Numerous accidents have occurred on this section of highway. Partial improvement is being accomplished from M.P. 12.9 to 15.63 under HES-69(2). This project will provide adequate protection for the motoring public.

This project is consistent with the Division's goal of maintaining and preserving the existing highway system.

ADMINISTRATION RECOMMENDATION

PROJEC. PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01363

SECTION Vance Creek Rest Area - Starr Ridge [illegible]

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

COMPANIES
C. P. National
United Telephone

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED N/A

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2-6			10	x	10			2-6				
				2-6			10		10			2-6				

PROPOSED

SUGGESTED BASE DESIGN

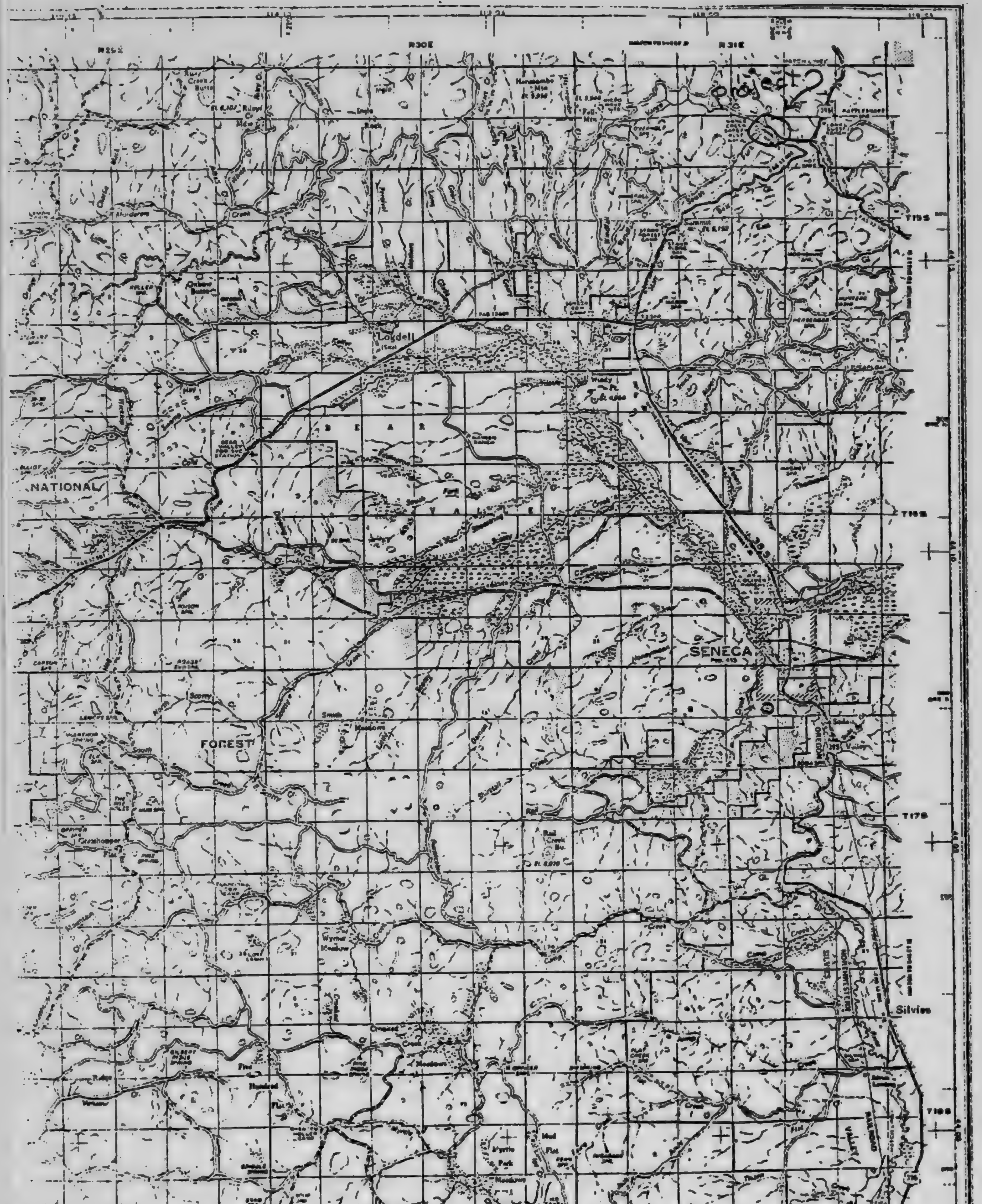
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Frank E. [illegible]
Location Engineer
Date 5/11/84

734-1912 (7-82)


R30E
R31E
Project 2
T15S
T16S
T17S
T18S
Russ Creek Butte
Murderers Creek
Loydell
Windy Pt.
BEAR VALLEY
NATIONAL
FOREST
SENECA
Summit
Scotty
South
Grasshopper Flat
Bull Creek Bu.
Wyner Meadow
Crooked Creek
Meadow
Five Hundred Flat
Myrtle Park
Mud Flat
Knox Butte
Crane Flats
NATIONAL
FOREST
Silvies
Valley

9136 48N

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

LOC 16-3

TO: Robert D. Hector
Region Engineer

DATE: February 28, 1984

Initial
and
Circulate

AR/RB
TB
JEV
WCB
TRB
WEM
PFG

FROM: John T. Scofield JB
Surfacing Design Engineer

SUBJECT: Cement Treated Base - Vance Creek Rest Area
Cottonwood Creek
John Day-Burns Highway

I have reviewed the bids on this project and have noted that the low bidder, Western Mixing Company, bid $1.00/ton for Portland Cement. It appears that they feel that they can underrun this item.

I want to verify the required cement content. We do not want a repeat of the problem that is showing up on the Crooked Creek - Flight Strip project.

Lab tests were run on materials from the project. We obtained minimum suitable strength in the lab, with 5% Portland Cement. It must be remembered that water-cement ratio and compaction are critical in obtaining this minimum strength.

A full depth (12 inche) Mixed In Place CTB is best achieved with higher than optimum water and extra cement to keep the ratio right.

A "target" spread rate for Portland Cement of 70 lbs. per square yard is required. This is 6 percent. Moisture content should be above optimum to obtain the workability necessary to get proper density. This is not easy, in that, too much water can soften the subgrade or make the material too unstable to finish. Optimum moisture for this material is 7.5%, based on lab results. A moisture content between 8% and 10% would probably work.

For calculating the spread rates, a density of 130 lbs. per cubic foot has been used. This was obtained from lab tests for material from this project.

No changes in these spread rates should be allowed without actual density tests and strength tests to verify the strengths.

In order to get a better handle on strength of CTB Mixed In Place, standard CTB briquets should be made and sent in for testing. This will be for information only.

cc: Construction
Materials - Jack Sullivan
Design - J. H. Versteeg ✓
Project Manager

1 Versteeg ✓
Anderson
Adams
2 Macnab M
Edwards
Turpin
[illegible]
[illegible]

RECEIVED
FEB 29 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

·125 1387

nig cc: OSHD (Coult :)

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-69(2) & F-69(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Grant

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30081 & 40093

2-1-84

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 10 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 2-1-84

8. FEDERAL ROUTE NUMBER Primary 69

9. STATE ROUTE NUMBER Primary 48

10. GENERAL LOCATION:

VANCE CREEK REST AREA - COTTONWOOD CREEK SECTION

Orig w/ att. to 2/10

11. GENERAL DESCRIPTION OF WORK

Treated Base, Paving, and Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Anticipated items, as shown in your "PS&E" Estimate dated 1-16-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost-effective.

Mr. Potter's January 30, 1984 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,707,140 regular Federal-aid matching ratio, appropriation code 141 in the amount of $28,460; appn code 010 $2,358,467 and increased Federal share (P.L. 97-424, Section 145) appropriation code 01L in amount of $317,050.

A signed copy of the Title Sheet is returned herewith.

14. DATE 2-1-84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

7756

48 N

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MEMO TO FILES

DATE: December 27, 1983

FROM: John T. Scofield JTS
Surfacing Design Engineer

SUBJECT: Surfacing design for Starr Ridge - Cottonwood Creek section.
Vance Cr Rest Area

The surfacing design dated November 29, 1983, for the subject section, failed to show the base for the "New Work" section for Unit No. 2.

Unit No. 2 from milepoint 28.5 to milepoint 32.3 is an overlay with widening of the paved shoulder. The "New Work" section is for the widening alone each edge. The existing roadbed was constructed with 20 feet of oil mat and 3 feet aggregate shoulders. The aggregate shoulder is the same depth as the oil mat and base.

Holes dug along the shoulder indicate that 11 inches of base will remain after preparation for placing 3 inches of Emulsion Treated Base.

The actual section will be:

2.5"	Emulsion Treated Wearing Surface
3.0"	Emulsion Treated Base
11.0"	Existing Base Material

This section will result in widening having approximately 1½ inches more asphalt surfacing than the existing roadbed. The Crushed Base Equivalency for the section will be approximately 22 inches, which will be adequate with Emulsion Treated materials.

This is one inch less than the "New Work" section for Unit No. 1. It is not feasible to reduce Unit No. 1 to make the "New Work" section equal in CBE.

JTS:ss

cc: FHWA
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specification Engineer
Final Design Engineer ✓
Region Geologist

REFERRED TO
.... Watson .... Mann ....
.... Cole .... Stoudenmeyer ....
..... [illegible] FE ..... King ....
..... Beard ..... Bedford ..... Leu .....
Return Discuss Do File Due ......
By FINAL DESIGN ENGINEER

Make Sense?

1 ..... Versteeg ✓ ....
..... Anderson ....
2 ..... Adams ..... A
(Cy) ..... Macnab ....
..... Stoudenmeyer ....
..... [illegible] ....
..... Kret ....
..... Wekerlig ....

RECEIVE
DEC 28 19
ROAD DESIG
SECTION

97

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-69(3)
Starr Ridge-Cottonwood Creek Section
John Day - Burns Highway
Pavement Design

Date: December 20, 1983

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The surfacing design for both units of the above project has been reviewed.

The surfacing design for Unit No. 1, M.P. 15.1 to M.P. 28.8 is satisfactory and is approved.

The surfacing design for Unit No. 2, M.P. 28.5 to M.P. 32.3, does not indicate the total crushed base equivalent (CBE) or the CBE credit which has been assigned to the new surfacing for this unit. It would appear that the surfacing for Unit No. 2 is under designed if the design criteria for Unit No. 1 is applied to the proposed "new work" section for Unit No. 2.

Your comments on the surfacing design for this project would be appreciated.

G. K. Hassner
for Dale E. Wilken

cc:
OSHD (H Versteeg)
OSHD (J Scofield)
OSHD (G Potter)

orig to

RECEIVED
STATE HWY ENGR
DEC 22 '83
REFER TO Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓		✓	

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

48 mile

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Grant County

SECTION
Vance Creek Rest Area - Starr Ridge

REGION
5

John Day- Burns #48

SURVEY AUTHORITY

AUTHORIZATION NO.
1

PREFIX
12-1925

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		200			

TOTALS	$ 9,000	$ 9,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
HES-69(2)

LOCATION ENGINEER'S REMARKS

MG

1 Versteeg ✓
cy Anderson
2 Adams
cy Macnab
3 Stoudenmeyer
Terpin
4 Trout
cy Wakerlig

RECEIVED
ROAD DESIGN SECTION

cy Watson

Do Not File ☐
Return To
Bring Up
Action

approved by Hwy Eng'r 2-16-83 $62,000 HES

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/4/83
RECOMMENDED, REGION ENGINEER X	DATE 3-22-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-3-83
RECOMMENDED, LOCATION ENGINEER X	DATE 5/2/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 4-20-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Vance Creek Rest Area - Starr Ridge	KEY ID # REGION 5

STATE HIGHWAY # 48	HIGHWAY NAME John Day - Burns	MILE POST FROM 12.83 TO 13.33 15.55 TO 15.62	LENGTH 0.57
☐ URBAN ☒ RURAL	CITY	COUNTY Grant	ROAD/STREET NAME
ROUTE # US 395	FEDERAL AID # ~~FAP 30~~ 69	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 3-30-83 L ~~2~~ 9.0
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ ~~2~~ 3	
Guardrail	$ 42	
40% ENGINEERING & CONTINGENCIES	$ 17	
TOTAL CONSTRUCTION		$ 62 ~~60~~
TOTAL ESTIMATE		$ 71 ~~62~~

PROJECT DATA	
GRADING (✓)	
PAVING (✓)	
STRUCTURES (✓)	
SIGNING (✓)	
SIGNALS (✓)	
ILLUMINATION (✓)	
Guardrail	X
ENVIRONMENTAL CLASS (1,2,3)	2
DESIGN CATEGORY (1-7)	
WORK TYPE (1-12)	

RIGHT OF WAY	
FILES (#)	
ACRES (#)	
RELOCATIONS (#)	
WORK BY STATE/CONSULTANT/APPLICANT	
PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
RIGHT OF WAY ACQUISITIONS (S,C,A)	

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 / 87	RECOMMENDED FUNDING SOURCE Title II - HES	RECOMMENDED PROGRAM YEAR 1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	560	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Run-off-the-road accidents have occurred on the outside of curves in areas where no guardrail exists.

PROPOSED SOLUTION

Remove old substandard guardrail and install new and additional guardrail where required.

REQUESTED, REGION ENGINEER X	DATE 1-18-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
2/16/83	1987	HES

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Vance Creek Rest Area – Starr Ridge

REGION
5

PROJECT JUSTIFICATION

This project has a favorable cost/benefit ratio and investigation for Title II, HES funding has been requested.

The Grant County Court and District #12 COG (ECOAC) support this type of improvement project on our highways.

This project is consistant with the Division's goal of preserving and maintaining the existing highway system.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

VCR0001

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Vance Creek Rest Area - Starr Ridge

REGION
5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES N (LIST BELOW)

COMPANIES

DESIGN SPEED
N/A

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2'			10'	×	10'			2'				
				2'			10'		10'			2'				
PROPOSED																

SUGGESTED BASE DESIGN

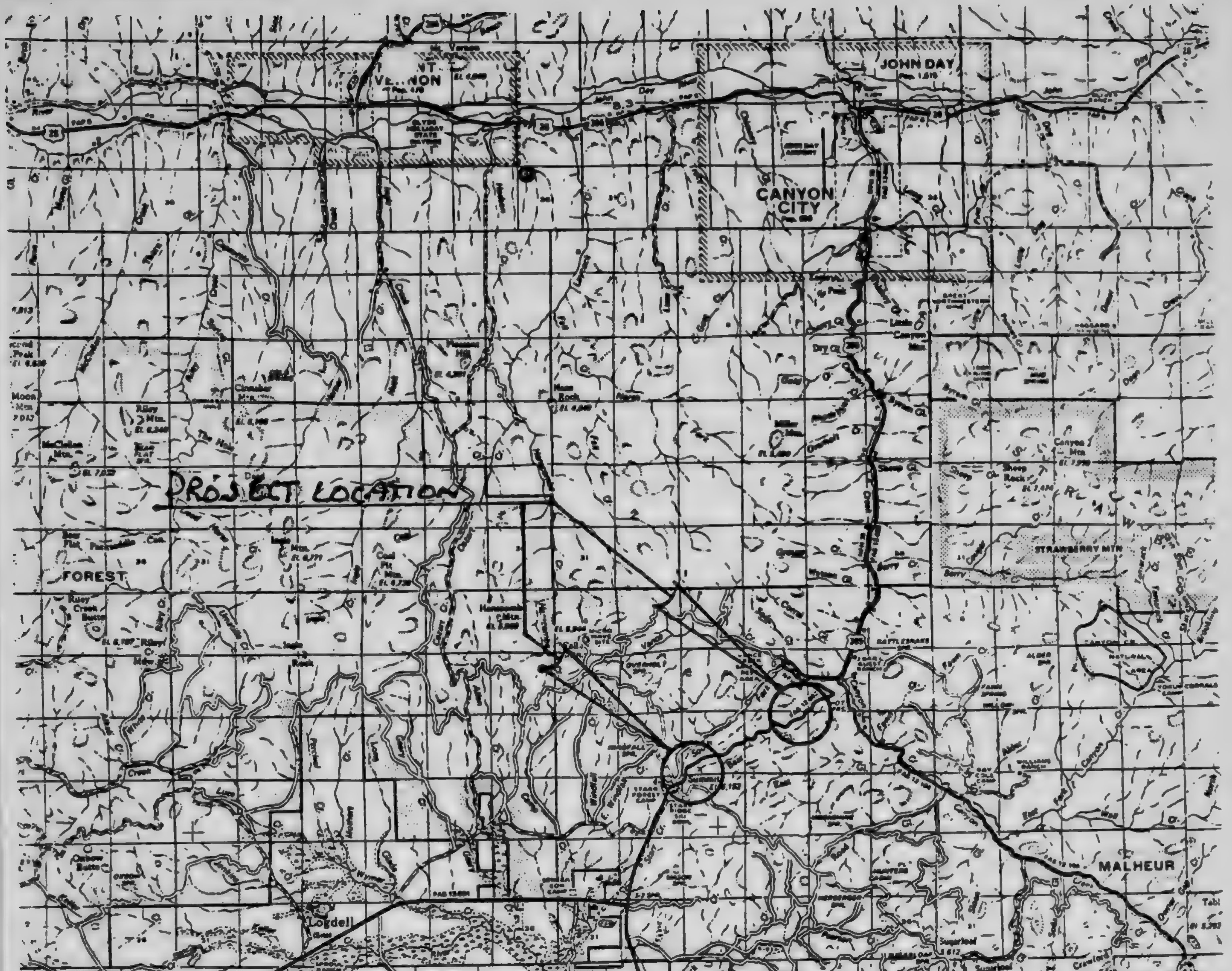
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Frank E. [illegible]
Location Engineer
Date 5/2/83

734-1912 (7-82)


PROJECT LOCATION
MT. VERNON
JOHN DAY
CANYON CITY
STRAWBERRY MTN
FOREST
MALHEUR
Logdell
BEAR
VALLEY
SENECA
N
GRANT COUNTY
OREGON

- 9756

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-69(-)
Star Ridge-Cottonwood Creek Section
John Day-Burns Highway US 395
Exception to Design Standards

Date: April 14, 1983

Reply to Attn. of: HFO.4/5-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed Mr. Adams' letter of February 23, 1983 regarding an exception to the AASHTO "Geometric Design Standards for Highways other than Freeways, 1969" to allow for the construction of a 26 foot wide finished pavement typical section.

We concur with your request for this exception to the AASHTO Standards. Our concurrence is based on the low traffic volume and good operational record of the other projects constructed on this route to a similar width.

G.K. Hossner
for Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (D E Swan)

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
APR 18 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Allen 4/18

1984 Matney Rd.-Merrill Sec. 9757
Klamath Falls-Malin Hwy 5 mi. SE of
Klamath Falls. (paving)

9757

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 7-125	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-1988	State Oregon
		County Klamath
MODIFICATION NUMBER 5		Project Number F-41(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 970,000	$ 977,924
Federal funds	$ 855,055	$ 862,040
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19TH day of JUL , 19 88 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph A. Speight for

Manager, Program Section
(Title)

XXX For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 12, 1988

Federal-Aid Project No. F-41(4)

Matney Road-Merrill Section
Klamath Falls-Malin Highway
Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
Roadway (M.P. 6.93 to M.P. 13.73)

Subtotal from previous estimate of April 30, 1985	$ 857,388.31
Subtotal	857,388.31
Engineering	120,535.69
Total	$ 977,924.00

Length of Roadway ------------- 6.8 miles
Cost of Roadway Per Mile ------ $143,812.35

Federal Funds (88.15%)	$ 862,040.00
State Funds	115,884.00
Total	$ 977,924.00

Subjob 1 = 100%
Contract No. 9757
Prefix: C18-1473
Prefix: C18-1014

DCN:jc

4727

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-11		State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County KLAMATH
MODIFICATION NUMBER 4		Project Number F-41(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 949,919.00	$ 970,000.00
Federal funds	$ 837,353.00	$ 855,055.00
Other revisions		

This modification is made for the following reasons: To include increase in construction and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of May, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~BY~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 30, 1985

FEDERAL AID PROJECT NO. F-41(4)

MATNEY ROAD-MERRILL SECTION
KLAMATH FALLS-MALIN HIGHWAY
KLAMATH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (M.P. 6.93 to M.P. 13.73)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate Base	$ 10.45	8,000	$ 83,600.00	8,781.34	$ 91,765.00
Emulsified Asphalt Conc. Mixture Leveling	11.00	5,500	60,500.00	61,740.30	67,914.33
EWO #1 Install 12" Culv. Pipe	---	---	---	All Required	1,739.98
SUBTOTALS			$144,100.00		$161,419.31

Increase	$ 17,319.31
SUBTOTAL from Project Estimate of January 23, 1985	949,919.00
SUBTOTAL	$ 967,238.31
Engineering	2,761.69
TOTAL	$ 970,000.00

ength of Roadway ----------------------	6.8 mi.
Cost of Roadway Per Mile ---------------	$142,647.06
Federal Funds (88.15%) -----------------	$855,055.00
State Funds ----------------------------	114,945.00
TOTAL	$970,000.00

Group 1: 100%
Contract No. 9757
Prefix: 18-1473
Prefix: 18-1014

DOB:pf

.975

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-321	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Klamath
MODIFICATION NUMBER 3		Project Number F-41(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 943,000	$ 949,919
Federal funds	$ 831,254	$ 837,353
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of January , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 23, 1985

FEDERAL AID PROJECT NO. F-41(4)

MATNEY ROAD-MERRILL SECTION
KLAMATH FALLS/MALIN HIGHWAY
KLAMATH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (MP 6.93 to MP 13.73)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Pilot Car	$ 34.00	120	$ 4,080.00	323.5	$ 10,999.00
		Subtotals	$ 4,080.00		$ 10,999.00

Increase	6,919.00
Subtotal from Project Agreement Estimate of December 26, 1984	$ 833,150.00
Subtotal	$ 840,069.00
Engineering	109,850.00
Total	$ 949,919.00

Length of Roadway	6.8 mi.
Cost of Roadway Per Mile	$139,693.97
Federal Funds (88.15%)	$837,353.00
State Funds	112,566.00
Total	$949,919.00

Group 1	100%
Contract No.	9757
Prefix:	18-1473
Prefix:	18-1014

WH:bkb

9757

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-17	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County KLAMATH
MODIFICATION NUMBER 2	/	Project Number F-41(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 940,000	$ 943,000
Federal funds	$ 828,610	$ 831,254
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of January, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 26, 1984

FEDERAL AID PROJECT NO. F-41(4)

MATNEY ROAD-MERRILL SECTION
KLAMATH FALLS/MALIN HIGHWAY
KLAMATH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (MP 6.93 to MP 13.73)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Flagmen	$ 10.00	600	$ 6,000.00	900	$ 9,000.00	
SUBTOTALS			$ 6,000.00		$ 9,000.00	
					Increase	$ 3,000.00
					SUBTOTAL from Estimate of October 19, 1984	830,150.00
					SUBTOTAL	$ 833,150.00
					Engineering	109,850.00
					TOTAL	$ 943,000.00

Length of Roadway -------------------	6.8 mi.
Cost of Roadway Per Mile -----------	$138,676.47
Federal Funds (88.15%) -------------	$831,254.00
State Funds ------------------------	111,746.00
TOTAL	$943,000.00

Group 1: 100%
Contract No. 9757
Prefix: 18-1473
Prefix: 18-1014

WH:pf

9757

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-2894 309	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 10-1-84	County KLAMATH
MODIFICATION NUMBER 1		Project Number F-41(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 917,040	$ 940,000
Federal funds	$ 917,040	$ 828,610
Other revisions		Appn Code 010

(Note: Additional Federal Funds Collected - $104,178.59)

This modification is made for the following reasons: 1. "The project agreement executed 4-9-84 is modified to decrease Federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145".
2. To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Glenn A. Potts

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 19, 1984

FEDERAL AID PROJECT NO. F-41(4)

MATNEY ROAD-MERRILL SECTION
KLAMATH FALLS/MALIN HIGHWAY
KLAMATH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (MP 6.93 to MP 13.73)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Emulsified Asphalt in Mixture	$150.00	1,600	$ 240,000.00	1,747.9	$ 262,185.00	
SUBTOTALS			$ 240,000.00		$ 262,185.00	
					Increase	$ 22,185.00
			SUBTOTAL from Estimate of March 22, 1984			807,965.00
					SUBTOTAL	$ 830,150.00
					Engineering	109,850.00
					TOTAL	$ 940,000.00

Length of Roadway ----------------------- 6.8 mi.
Cost of Roadway Per Mile ---------------- $138,235.29

Federal Funds (88.15%)	$ 828,610
State Funds	111,390.00
TOTAL	$ 940,000.00

Group 1: 100%
Contract No. 9757
Prefix: 18-1473
Prefix: 18-1014

WH:pf

1757

STATE COPY

OMB No. 04-R2089

F

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-104-105	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State OREGON County KLAMATH Project No. F-41(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 39, Matney Road-Merrill

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-1-84	6.80
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 917,040.00	$ 808,370.00 *

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

* See Additional Provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator APR 9 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100.00 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145. The additional Federal funds requested total $108,670.00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 88.15 percent."

U S GOVERNMENT PRINTING OFFICE: 1977—724-393 3-1

AGREEMENT PROVISIONS

Project No
F-41(4)

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation, and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 22, 1984

FEDERAL AID PROJECT NO. F-41(4)

MATNEY ROAD-MERRILL SECTION
KLAMATH FALLS/MALIN HIGHWAY
KLAMATH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (M.P. 6.93 to M.P. 13.73)

Furnish Field Laboratory	1	Each		$ 1,000.00
Mobilization		All Required		80,000.00
Temporary Protection and Direction of Traffic		All Required		10,000.00
Temporary Signs	640	Sq. Ft.	9.00	5,760.00
Temporary Barricades	6	Each	40.00	240.00
Temporary Delineators	360	Each	6.00	2,160.00
Flagmen	600	Hour	10.00	6,000.00
Pilot Car	120	Hour	34.00	4,080.00
Temporary Striping	9,000	Lin. Ft.	0.25	2,250.00
Stripe Removal	500	Lin. Ft.	1.50	750.00
Removal of Structures and Obstructions		All Required		17,000.00
General Excavation	2,300	Cu. Yd.	6.50	14,950.00
1"-0 Aggregate Base	8,000	Ton	10.45	83,600.00
Emulsified Asphalt Concrete Mixture	20,500	Ton	9.00	184,500.00
Emulsified Asphalt Concrete Mixture in Leveling	5,500	Ton	11.00	60,500.00
Emulsified Asphalt in Mixture	1,600	Ton	150.00	240,000.00
Aggregate in Sand Choke Seal	1,600	Ton	8.00	12,800.00
Emulsified Asphalt in Chip Seal	140	Ton	155.00	21,700.00
1/4"-No. 10 Aggregate in Chip Seal	1,100	Ton	18.00	19,800.00
Membrane Waterproofing	400	Sq. Yd.	5.00	2,000.00
Asphalt in Tack Coat	55	Ton	1.00	55.00
Guard Rail, Type 2A	650	Lin. Ft.	12.00	7,800.00
Guard Rail, Type 3	100	Lin. Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	6	Each	300.00	1,800.00
Extra for Guard Rail Bridge Connections	4	Each	140.00	560.00
Rail End Pieces, Type C	6	Each	80.00	480.00
Extra for Asphalt Approaches	49	Each	240.00	11,760.00
Delineators, Type 2	170	Each	19.00	3,230.00
Delineators, Type 3	70	Each	20.00	1,400.00
Delineators, Type 4	10	Each	9.00	90.00
				$798,765.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 9,200.00
	SUBTOTAL	$807,965.00
	Engineering	109,075.00
	TOTAL	$917,040.00

Length of Roadway -----------------	6.800 mi.
Cost of Roadway Per Mile ----------	$134,858.82

Federal Funds (88.15%) ------------	$808,370.00
State Funds -----------------------	108,670.00
TOTAL	$917,040.00

Reimbursement 100% $917,040.00 Public Law 97-424, S 145

Group 1: 100%
Contract No. 9757
Prefix: 18-1473
Prefix: 18-1014

MATNEY ROAD-MERRILL SECTION
KLAMATH FALLS-MALIN HIGHWAY
KLAMATH COUNTY

NONPARTICIPATING - STATE WORK

Single Mailbox Supports	5 Each	100.00	$500.00

DAR:pf

9757 jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT 6/8/87	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-41(4)
COMPLETION DATE (Actual) 9/12/84	ACCEPTANCE DATE BY CONRTACT AGENCY 6/25/86	TIME ELAPSED 102 %	CONTRACT TIME 180 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MATNEY ROAD - MERRILL SECTION
KLAMATH FALLS - MALIN HIGHWAY
Paving

This project provided for overlaying 6.8 miles of the subject highway with emulsified asphaltic concrete.

The contractor used 183 days to complete the work. Three days liquidated damages have been assessed for late completion.

The final cost of $957,000 is four percent over the authorization.

- TPL -

RECEIVED
STATE HWY ENGR
JUN 17 '87
REFER TO Fredrickson

cy 6/19

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 6/16/87	TITLE District Engineer	DATE 6/16/87

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

June 30, 1986

CON 5 - #9757

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

Contract No. 9757 awarded to Western Mixing Co. for work on the Matney Road-Merrill Section of the Klamath Falls-Malin Highway in Klamath County was completed on March 27, 1985, and accepted by the State Highway Division on June 25, 1986.

Final payment will be released when we are notified where funds are to be mailed. On December 11, 1985, we received a letter from Attorneys Meyer, Seifer and Stewart requesting that all funds be held until written consent of surety. On January 24, 1986, a letter was received from the attorney requesting payments be mailed directly to the surety in care of their office. It is necessary that an assignment of claim form be completed if funds are mailed to someone other than the contractor. We mailed the assignment forms on January 31, 1986, but never received them back. Please notify this office (121 Transportation Building, Salem, OR 97310) where the final payment is to be mailed.

You have been previously notified of claims filed against the performance bond on this contract .

Robert W. Gormsen
COMMISSION SERVICES

cc: Western Mixing Co.
P.O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

9757

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9757

TO: Robert Gormsen
Manager, Commission Services

DATE: June 25, 1986

Warren E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9757, On Site Work Substantially Completed September 12, 1984

All Work Completed March 27, 1985

Project Matney Road-Merrill

Highway Klamath Falls-Malin

County Klamath

Type of Work Paving

Contractor Western Mixing Company

WES:BMW:11

cc: B. M. Walton

CPC/FM2

6-30-86 - Surety letter written.

RECEIVED
JUN 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9757

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

June 9, 1986

In Reply Refer to File No.:
CON 5
9757

Meyer, Seifer & Stewart, P.C.
Attorneys at Law
1000 Willamette Center
121 SW Salmon Street
Portland, OR 97204-2986

Attn: Jan D. Sokol

Dear Mr. Sokol:

Re: Western Mixing Company
Matney Road-Merrill Section
OSHD Contract No. 9757

Your letter dated December 11, 1985, requested the Oregon Department of Transportation to place a hold on the funds due Western Mixing Company on OSHD Contract No. 9757, Matney Road-Merrill Section. The Department is prepared to make final payment to the contractor on this project, subject to the release of this hold.

We would appreciate it if you would give us the disposition of United Pacific Insurance Company's claims against this project.

Sincerely,

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

noted on card 7/7/86

OBJ:BMW:mk

cc: Charles R. Schrader

bc: Bob Gormsen
Bruce Walton

06061m

RECEIVED
JUN 9 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

734-2023 (2-85)

CL 1986-0112

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 17 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9757

March 13, 1986

Coral Construction Company
P.O. Box 347
Wilsonville, OR 97070

Attention: Jay W. Minor
Secretary-Treasurer

We have received your letter of January 27, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Coral Construction Company
AMOUNT:	$914.20
FOR:	Material
AGAINST (Prime contractor):	Western Mixing Co.
CONTRACT NO.:	Matney Road-Merrill Section, Klamath Falls-Malin Highway, Klamath County
SURETY:	United Pacific Insurance Co.
AGENT:	Marsh & McLennan

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Western Mixing Co.
P.O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
825 N.E. Multnomah, Ste. 800
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

RECEIVED
MAR 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
PR1 0 [illegible]

[illegible]

Coral Construction Company
SPECIALTY HIGHWAY AND GENERAL CONTRACTORS

P.O. Box 347
Wilsonville, Oregon 97070
Phone (503) 682-2252

January 27, 1986

State of Oregon
Department of Transportation
Transportation Bldg.
Salem, OR 97310

Attn: Robert W. Gormsen

Gentlemen:

Notice hereby is given that the undersigned, Coral Construction Company, an Oregon Corporation, has a claim for furnishing and installing guardrail, guardrail anchors, rail end pieces, bridge connections, and delineators on Oregon State Highway Division, Contract No. 9757 in the sum of Nine Hundred Fourteen and 20/Hundredth Dollars ($914.20) against the bond taken from Western Mixing Company and United Pacific Insurance Company for the Paving on Oregon State Highway Division Contract No. 9757, Matney Road-Merrill Section of the Klamath Falls-Malin Highway in Klamath County.

Sincerely,

CORAL CONSTRUCTION COMPANY

Jay W. Minor

Jay W. Minor
Secretary-Treasurer

JWM:11

CC: Western Mixing Co.
Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
33405 8th Ave. South C-3000
Federal Way, WA 98003
Attn: Tim McNaughton

RECEIVED
[illegible] 1986

January 31, 1986

CON 5
#9756 [illegible] 9757

Meyer, Seifer & Stewart, P.C.
Attorneys at Law
1000 Willamette Center
121 S.W. Salmon Street
Portland, OR 97204-2986
Attention: Jan D. Sokol

Your letter of January 24, 1986, requested that remaining funds on Contract Nos. 9756 and 9757 with Western Mixing Company be made payable directly to United Pacific Insurance Company in care of your office.

In order for this to be done, we must have an Assignment of Claim form completed for each contract. Attached are the necessary forms. It must be signed by the contractor and the surety.

Please return the completed forms for each contract to 121 Transportation Building, Salem, OR 97310.

Robert W. Gormsen
COMMISSION SERVICES

Attachment

FKN:cc

MEYER, SEIFER & STEWART, P.C.
ATTORNEYS AT LAW
1000 WILLAMETTE CENTER
121 S. W. SALMON STREET
PORTLAND, OREGON 97204-2986

PAUL R. MEYER
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG*
JAN D. SOKOL
MICHAEL J. CARO
SUSAN G. WHITNEY
RODNEY R. MILLS
ROGER A. LENNEBERG*
DEBORAH J. JOHNSON*

*ALSO ADMITTED IN WASHINGTON

TELEPHONE 221-0000
AREA CODE 503

January 24, 1986

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Western Mixing Co.,
Contract Numbers 9756 and 9757

Dear Mr. Gormsen:

I am in receipt of your letter dated January 17, 1986. All funds remaining on these projects should be paid directly to United Pacific Insurance Company in care of this office. In the alternative, the funds can be paid to this office directly and the funds will be held in a trust account pending the resolution of all claims, if any on the projects.

Please call me if you have any further questions.

Very truly yours,

MEYER, SEIFER & STEWART, P.C.

Jan D. Sokol

Jan D. Sokol

cc: Chuck Schrader
Kim McNaughton

RECEIVED
JAN 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4757

CERTIFIED MAIL - RETURN RECEIPT

MEYER, SEIFER & STEWART, P.C.
ATTORNEYS AT LAW
1000 WILLAMETTE CENTER
121 S. W. SALMON STREET
PORTLAND, OREGON 97204-2986

TELEPHONE 221-0000
AREA CODE 503

PAUL R. MEYER
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG*
JAN D. SOKOL
MICHAEL J. CARO
SUSAN G. WHITNEY
RODNEY R. MILLS
ROGER A. LENNEBERG*
DEBORAH J. JOHNSON*

*ALSO ADMITTED IN WASHINGTON

January 21, 1986

RECEIVED
STATE HWY ENGR
JAN 23 '86
REFER TO
Construction
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc Adams
[illegible]/cm

Oregon State Highway Department
Transportation Building
Salem, Oregon 97310

Re: Western Mixing Co.
Matney-Merrill
Bond No. U 49 93 61

Gentlemen:

This office represents United Pacific Insurance Company, surety to Western Mixing Co. on the above captioned bond. We are in the process of completing certain investigations and have been required to post reserves on several projects upon which we posted bonds. Our principal has requested financial assistance for completion of certain other projects and other matters.

We would appreciate your advice as to whether or not there are any contract funds or retainages still remaining due and payable to our principal on the above captioned project.

Please consider this letter formal notice that any remaining job funds, including retainages, in your possession, are to be retained for the benefit of the surety, and in no event should payment of any funds be made without the express written consent of United Pacific Insurance Company to any other party.

I would appreciate your signing a copy of this letter, which is enclosed, and indicating on the copy the amount of any such funds remaining in your possession.

Please give me a call if you have any questions.

Very truly yours,

MEYER, SEIFER & STEWART, P.C.

David R. Trachtenberg

DRT/
enc.
cc: Charles R. Schrader
cc: Oregon State Highway - Medford Office

January 17, 1986

CON 5-9756 & 9757

Meyer, Seifer & Stewart
Attorneys at Law
121 SW Salmon Street
Portland, OR 97204

Attention: Jan D. Sokol

The Construction Highway Division Office has forwarded to me copies of your December 11, 1985, letters written on behalf of United Pacific Insurance Company concerning Contracts 9756 and 9757 with Western Mixing Company.

As requested in your letters, all remaining funds on these projects will be held until a written consent of United Pacific Insurance Company is received.

These written consents should be mailed to my attention, 121 Transportation Building, Salem, OR 97310.

Robert W. Gormsen
COMMISSION SERVICES

cc: Western Mixing Company
P.O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228

United Pacific Insurance Co.,
Bond Department
33405-8th Ave. S. C-3000
Federal Way, WA 98003

bc: Jack Sollis
Bryant Jackmond
Jan Peterson
Bruce Walton
Bob Hector
Dale Allen

FKN:cc

MEYER, SEIFER & STEWART, P.C.
ATTORNEYS AT LAW
1000 WILLAMETTE CENTER
121 S. W. SALMON STREET
PORTLAND, OREGON 97204-2986

TELEPHONE 221-0000
AREA CODE 503

PAUL R. MEYER
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG*
JAN D. SOKOL
MICHAEL J. CARO
SUSAN G. WHITNEY
RODNEY R. MILLS
ROGER A. LENNEBERG*
DEBORAH J. JOHNSON*

*ALSO ADMITTED IN WASHINGTON

December 11, 1985

RECEIVED
[illegible]
COMMISSION [illegible] SERVICES
DEPARTMENT OF [illegible]

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Oregon State Highway Department
Transportation Building
Salem, OR 97310

Re: Western Mixing Co.
Contract Number 9757
Mathey Road-Merrill Section
Bond Number U49-93-61

Dear Gentlemen:

This office represents United Pacific Insurance Company in connection with the above matter. Our principal, Western Mixing Co., has advised us that claims may be filed in connection with the above project. This has required the posting of reserves. In addition, our principal has requested financial assistance for both completion of projects and other matters.

Please consider this letter formal notice that all remaining job funds in your possession are to be retained for our mutual benefit in the completion of the work and payment of valid amounts due subcontractors and suppliers. In no event should payment be made without the express written consent of United Pacific Insurance Company.

United Pacific Insurance Company is in the process of completing its investigation into this matter. We will again be in contact with you concerning the appropriate course of action that should be taken as to the remaining work and claims, if any, that have been or will be asserted by subcontractors and suppliers. I would appreciate you signing a copy of this letter which is enclosed and indicating on the copy the amount of funds remaining in your possession.

Please call me if you have any questions.

Very truly yours,
MEYER, SEIFER & STEWART, P.C.
Jan D. Sokol
Jan D. Sokol

Retained funds: $579.41
O. B. Jackmond
12-18-85

Enclosures
cc: Charles R. Schrader

XC: Bob Gormsen
Bruce Walton

1 1

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Matney Rd.Merrill	WEEK ENDING February 16, 1985
		SECTION PREFIX 18-1014
	HIGHWAY Klamath Falls-Malin	COUNTY Klamath
NAME OF JOB Matney Rd.-Merrill	KIND OF WORK Grading & Paving	
CONTRACTOR Western Mixing Co.	CONTRACT NUMBER 9757	FEDERAL AID PROJECT NUMBER F - 41 (4)
DATE OF CONTRACT March 1, 1984	DATE WORK STARTED April 17, 1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 180	WORK DAYS USED CALENDAR DAYS USED 183
PROJECT AUTHORIZATION: $ 917,607.78	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 102
EXCLUSIVE OF ENGINEERING: $ 844,845.93	ENGINEERING AUTHORIZATION $ 72,761.85	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 865,411.16	ENGINEERING COST TO DATE $ 99,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 2 %	PERCENT OF AUTHORIZATION 136 %	DATE PROJECT WAS COMPLETED: October 1, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.8			6.8	5.8
MILES PARTIALLY COMPLETED					
MILES COMPLETED	6.8			6.8	6.8
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8,000			1,100	26,000
TOTAL QUANTITIES CORRECTED TO DATE	8,781			1,034	27,057
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	8,781			1,034	27,057
AVERAGE DAILY QUANTITIES	0			0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0			0	0
NUMBER OF SHIFTS PER DAY	0			0	0
HOURS PER SHIFT	0			0	0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10				
MONDAY 11				
TUESDAY 12				
WEDNESDAY 13				
THURSDAY 14				
FRIDAY 15				
SATURDAY 16				

CE E CAE .... RECEIVED LS .... TC ....
COE .... OM .... SA .... CC ....
OE .... FEB 19 1985 FE .... CP ....
CA .... POC ....
CAM .... CONSTRUCTION QCS ....
EEO .... SECTION FILE ....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10 SUNDAY	
11 MONDAY	
12 TUESDAY	
13 WEDNESDAY	
14 THURSDAY	
15 FRIDAY	
16 SATURDAY	

REMARKS

Contract work completed.

Semi-Final completed. To be submitted to Region next week.

FINAL REPORT.

SIGNED B. S. Branstetter LOCATION Klamath Falls
For: Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

CC 84-269

bc: ✓ Secretary of State -
Please acknowledge receipt
of the attached claim on
the enclosed copy of this
letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 14, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9757

FILED
DEC 21 1984
NORMA PAULUS
SECRETARY OF STATE

Atlas Crushing, Inc.
PO Box 7544
Bend, OR 97708

Attention: Carl G. Adams
President

Gentlemen or Ladies:

This will acknowledge your letter of November 27, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Atlas Crushing, Inc.
AMOUNT:	$55,690.74
FOR:	Labor and material
AGAINST (Prime contractor)	Western Mixing Co.
CONTRACT NO.:	9757
PROJECT:	Matney Road-Merrill Section, Klamath Falls-Malin Highway, Klamath County
SURETY:	United Pacific Insurance Co.
AGENT:	Marsh & McLennan

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
DEC 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
12-27-84

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Western Mixing Co.
PO Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
PO Box 5669
Portland, OR 97228

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

731-0188

Atlas Crushing
INC.
P.O. Box 7544
Bend, OR 97708
(503) 382-0105

November 27, 1984

Robert W. Gormsen
Oregon Transportation Commission
121 Transportation Building
Salem, Oregon 97310

Re: Western Mixing Co., State Contract #9757
Matney Road-Merrill Section - Klamath Falls-
Malin Highway, Klamath County, Oregon

Dear Mr. Gormsen:

With reference to our telephone conversation yesterday I am listing the monies due us in connection with the above-captioned job:

- material produced	$40,000.00
- Union Oil Co., Klamath Falls	12,559.47
- C-2 Hydraulic Products, Inc. (Equipment Repairs)	750.67
- Clyde of Oregon (Equipment parts)	1,272.71
- Sixth Street Steel & Oxygen, Inc. (Equipment repairs, oxygen, etc.)	1,107.89
Total - - - - -	$55,690.74

Thank you for your cooperation.

Sincerely,

Carl G. Adams, Pres

Carl G. Adams, President

CGA:mm

RECEIVED
NOV 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9757 CL84-218

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 24 1984
NO[illegible]
[illegible]

October 17, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9757

Union Oil Company of California
1650 East Golf Road
Schaumburg, IL 60196

Attention: P. A. Bruno
Commercial Credit Department

Gentlemen:

This will acknowledge your letter of October 1, 1984, concerning the following Highway Division contract. Under Oregon law, you may file a Notice of Claim against the contractor's bond. We will consider your letter as a Notice of Claim.

FILED BY:	Union Oil Company of California
AMOUNT:	$10,000
AGAINST (Prime contractor)	Western Mixing Company
SUBCONTRACTOR	Atlas Crushing, Inc.
CONTRACT NO.:	9757
PROJECT:	Matney Road-Merrill Section, Klamath Falls-Malin Highway, Klamath County
SURETY:	United Pacific Insurance Company
AGENT:	Marsh and McLennan

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

It is the State of Oregon's policy not to make payments direct to claimants. You may wish to contact the surety direct. Their address is shown on page two of this letter.

731-0186

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

COPY

cc: Western Mixing Company
P. O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Co.
Bond Department
33405 - Eighth Ave. So. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-29-84 kjm

RECEIVED
OCT 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Union 76 Division

Union Oil Company of California
1650 East Golf Road, Schaumburg, Illinois 60196

union 76

October 1, 1984

State of Oregon Commission Services
1221 Transportation Building
Salem, OR 97310

ATTN: Robert Gormsen

CONTRACT 9757
MATNEY ROAD - MERRILL SECTION

Mr. Gormsen:

The above contract was let to Western Mixing Company, 91503 N. Coburg, Eugene, Oregon. Union Oil served a sub-contractor, Atlas Crushing, Inc., P. O. Box 7544, Bend, Oregon, diesel and oil at this job site.

We have $10,000.00 in unpaid June invoices billed to Atlas Crushing. We have had numerous promises of payment but have received no additional funds.

Please send us a check for $10,000.00 or advise us what action is necessary for us to collect under the payment bond.

Your cooperation is appreciated.

Yours truly,

Paul A. Bruno
P. A. Bruno
Commerical Credit Department

PAB/bab

CERTIFIED
P 662 443 548
MAIL

RECEIVED
OCT 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE COPY

rll

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION X☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Klamath	DIVISION Oregon

IN COMPANY WITH
J. Thackery, Project Manager, &
R. Pool, Region 4 Operations Engineer, OSHD

DATE OF INSPECTION 8/30/84	INSPECTION MADE BY D. B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	PROJECT NO. F-41(4)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 92 %	WORK COMPLETED 90 %

MATNEY ROAD - MERRILL SECTION
KLAMATH FALLS - MALIN HIGHWAY
Paving

This project provides for the overlay of approximately 6.8 miles of this highway with an emulsified asphalt concrete cold mix.

RECEIVED
STATE HWY ENGR
SEP 7 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

cf
9/12

NOTED
W. E. SCHWARTZ

Work Completed

Cold mix paving	100% complete
Seal Coat	Aggregate is produced.

Work in Progess

None

Comments

It is anticipated that the seal coat will be placed within the next several weeks. The contract indicates that no seal work can be accomplished after September 30.

The pavement rides good. The higher traffic on this road (3,550 ADT) apparently has not adversely affected this type (emulsified cold mix) of pavement construction.

The contractor has submitted a claim on the project requesting compensation for all costs and expenses related to washing

Form FHWA-1446A
(Rev. 2-84)
(Supersedes FHWA-1446 dtd 12-73 & FHWA-1446A dtd 12-73 which are not to be used)

aggregates and the resulting drippage of emulsion on Klamath County roads.

Klamath County has requested some corrective work on County roads where heavy drippage occurred while hauling cold mix to the project from the material site.

The minimum acceptable cleanness value for this project was reduced after the project began. This contract change is covered under an appropriate change order.

77-7

50 N

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Steve Macnab
Road Design Section

DATE: July 27, 1984

FROM: Dale D. Allen
Region Engineer

SUBJECT: Cold Mix Paving
Geo Tech Fabric

A couple of items come to my attention that you may want to keep in mind on future jobs.

Cold Mix Paving: Matney Road-Merrill. This is one of our first projects where we tried a 3½-inch cold-mix overlay on a highway with relatively high volume and significant truck traffic. (Estimated Summer ADT is 5,000). Traffic stopping, etc., on the project is causing no problems even though the mat is very tender. The "rattle" of the choke rock also has not caused motorist complaints. (I thought it might) Two items that need to be addressed in future jobs are some control of free water in paving rock which leads to leaking loads on haul roads. Someone suggested 2 percent limit but it may be easier to just state that if leaking loads cause a problem the contractor will dry his rock.

The second item is the paver speed. On this job the Project Manager has satisfied himself that the choppy ride occurs when the paver is going 70 feet per minute and that when they slowed to 45 ft./min. the mat was smooth. We have observed this choppy ride on two other cold mix jobs and I believe this specification should be added.

Protext 2002 Fabric: On the Lakeview shoulder widening wet clay was exposed when the shoulders were dug out. Aerating failed for 4 days to correct the problem and the above fabric was used. We have now nearly completed the shoulder work and can report excellent results with this fabric. With only 8 inches of base rock over the fabric and wet clay compaction is being obtained and no deflection is apparently occuring. The fabric is cut in seven-foot strips and only used where wet areas are encountered. Cost of fabric is 35¢/sq. foot and 50 cents installed. It appears to be a fast economical way to handle these problems. Projects where wet shoulders are anticipated should have this set up as bid item.

DA:mr

1 Versteeg ✓
Anderson
6 copy Adams
2 Macnab M
Edwards ✓
? 3 Terpin
Trout
Wakerlig

RECEIVED
JUL 30 1984
ROAD DESIGN SECTION

Do
Return
Bring
Action

rll

11-7

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-41(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO 40115

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/1/84

8. FEDERAL ROUTE NUMBER Primary 41

9. STATE ROUTE NUMBER Primary 50

10. GENERAL LOCATION:

Matney Road - Merrill Section

11. GENERAL DESCRIPTION OF WORK

Pavement Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated Items as shown in your "PS&E" Estimate dated 1/27/84.

RECEIVED
STATE HWY ENGR
FEB 7 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/H | Sign | [illegible] | File

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost-effective.

Mr. Potter's 1/30/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $837,600. Regular Federal-aid matching ratio, appropriation code 010 in amount of $738,344 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $99,256.

A signed copy of the Title Sheet is returned herewith.

14. DATE 2/1/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9757

50/

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE FEB 6 1984 RDE
RSO REGION 4 RBE
ASSIGNED________

In Reply Refer to
File No.:

January 31, 1984

Versteeg ✓
Anderson
Adams A
Macnab M
Stoudenmeyer
Turpin
Trout
Wakerlig

RECEIVED
FEB 8 1984
ROAD DESIGN
SECTION

Do on File
Return to
Bring Up ..../..../....

Dan Fults,
Project Manager
6600 Washburn Way
Klamath Falls, OR 97603

Dear Dan:

Re: Irrigation Crossing Agreement
Matney Road--Merrill Section
Klamath Falls--Malin Highway
Klamath County
Proposed Material Source, M.P. 18.6

The Highway Division is letting an overlay contract February 23, 1984, on subject section. The State would like to set up a prospective material source at M.P. 16.8 on Klamath Falls--Malin Highway (Sketch attched). To use this source we will need to have an Irrigation Crossing bridge.

If this material source is used, the State will ask the Bureau to approve a crossing under the Master Crossing agreement No. 14-06-200-8449A.

If this meets with your approval, please indicate so and return to me.

The Bureau of Reclamation will allow the Oregon State Highway Division to use the Master Crossing Agreement No. 14-06-200-8449A to construct, or have constructed, an Irrigation Crossing Structure to allow access to proposed material source as shown on the attached sketch.

Very truly yours,

R. O. Havig

Richard O. Havig
Region Utilities Specialist

ROH:br

Enclosure

Dan M. Fults
Bureau of Reclamation

Form 734-3122

7757

50N

STATE OF OREGON **INTEROFFICE MEMO**

TO: Don Adams
Final Design Engineer

DATE: January 18, 1984

Robert C Pool

FROM: Robert C. Pool
Region Operations Engineer

SUBJECT: Matney Road--Merill
Klamath Falls- Malin Hwy.

Versteeg
Anderson
1 Adams
Macnab Copy
Steudemmeyer
Turpin
2 Direct
Weberlig

RECEIVED
JAN 19 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

The prospective material source on this project is on the wrong side of a canal. If the contractor uses the source he will have to build a bridge across the canal on state property. When we sent in the location we asked that it be set up in the contract so that the structure would remain in place and become property of the state. We asked for minimal requirements for the structure so an outside contractor could be competitive with the local paving contractor.

Even though the structure will remain in place, we should get full federal participation in the cost of the structure for the following reasons:

1. The structure will be used on other federal aid contracts in the future.
2. The cost of removing the structure will be eliminated.
3. Even if the "local" gets the job, he will probably bid somewhat lower because of the competition. This benefit would probably be enough to build the bridge.

RCP:br

CC: Barry Hatcher
Dave Carter

Contains Recycled Materials

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-41(-)
Matney Road-Merrill Section
Klamath Falls-Malin Highway
Exception to Design Standards

Date: April 20, 1983

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed Mr. Versteeg's letter of April 4, 1983 requesting exceptions to the AASHTO "Geometric Design Standards for Highways other than Freeways, 1969" to provide for the use of a reduced shoulder width and to allow the Lost River structure located at M.P. 12.2 to remain in place. The structure has reduced horizontal clearance. These exceptions would allow resurfacing of the exising highway.

We concur with the proposed exceptions to the above standards. Our concurrence is based on the 3R nature of the work and the low accident incidence on this section.

G. K. H
for Dale E. Wilken

cc:
OSHD (D E Swan)

RECEIVED
STATE HWY ENGR

MAY 2 '83

REFER TO Versteeg

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

cy Allen

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 4, 1983

In Reply Refer to
File No.:
DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

NOTED
E. S. HUNTER

Matney Road-Merrill Section
Klamath Falls-Malin Highway
Klamath County

This letter is to request an exception to the standards on this project for (1) roadway shoulder widths; and (2) the horizontal roadway clearance of the Lost River Bridge at M.P. 12.2.

This is a Federal-aid overlay project for the repair and preservation of 5.3 miles of the Klamath Falls-Malin Highway. The project lies approximately 10 miles southerly of Klamath Falls. It has an ADT of 3,500. The existing shoulder width is four feet. The Lost River Bridge has a horizontal clearance of 26 feet.

To obtain standard eight-foot shoulders would require excessive grading costs, additional rights-of-way, and the cost to widen the bridge to obtain at least 32 feet of horizontal clearance. This project has limited funding.

Even though the shoulders and bridge are not standard in width, we find it to be in the public interest to overlay this section of highway for its preservation rather than allow its continued deterioration. We ask your concurrence in this request.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

By Don Adams for
J. H. Versteeg
Road Design Engineer

APR. 5 '83
REFER TO
FC

bc E. S. Hunter
Dale D. Allen
Frank Terpin
D. E. Swan
N. E. Mann

NEM:ja

Form 734-3122

7157

STATE OF OREGON **INTEROFFICE MEMO**

TO: Frank Terpin
Location Engineer

DATE: April 6, 1982

FROM: Dale D. Allen
Region Engineer

SUBJECT: Region IV Overlay
Matney Road-Merrill
MP 6.93-13.73
Klamath Falls-Malin Highway

Attached is location data for the above overlay. This is last of four overlay requests we will be submitting. It is a 32-foot, 5-inch overlay estimated to cost $1,270,000. However, the unit price for mix is $15.20 and the Midland project went for $8.00, so I would expect the estimate to be high.

DDA:mr
encl

cc: Pat Schwartz, w/est. & map
E. S. Hunter, w/est. & map

RECEIVED
STATE HWY ENGR
APR - 7 '82
REFER TO

FOR

Info	Invest	R/D	D.R	Sign	Act	File

10

QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____

Section Matnay Road Merrill it MP 6.93 to MP 13.7

ghway Klamath Falls-Malin County Klamath Prefix

NGTH 6.8 mi. Computations by Hagadorn Date 4/5/82

ROADWORK	$ 1,273,052.
STRUCTURES:	
	$
	$
	$
	$
TOTAL: STRUCTURES	$
ADDITIONAL ANTICIPATED ITEMS	
Temp. striping	$ 3,000.
Perm. striping	$ 4,500.
	$
	$
	$
	$
	$
	$
	$
TOTAL: ADDITIONAL ANTICIPATED ITEMS	$ 7,500.
TOTAL : *	$ 1,280,552.
20 % ENGINEERING AND CONTINGENCIES	$ 256,110
RIGHT-OF- WAY	$
TOTAL ESTIMATED COST	$ 1,536,662.

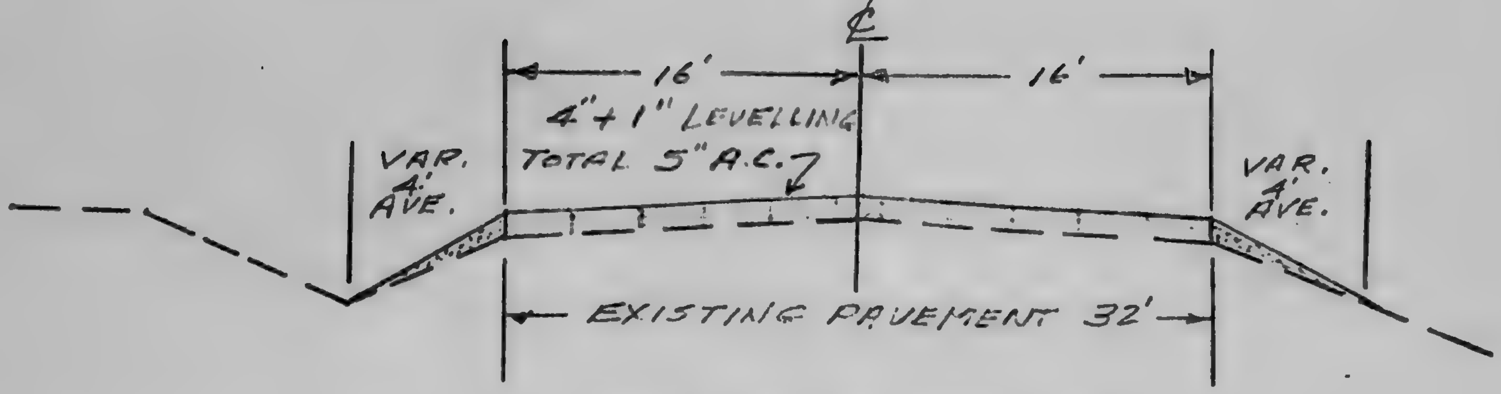
OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE Sheet ______ of ______ Sheets

Section Matnay Road-Merrill Unit M.P. 6.93 To M.P. 13.73
Highway Klamath Falls-Malin County Klamath Prefix
LENGTH 6.8 mi. Computations by Hagadorn Date 4/5/82

ITEM	UNIT	QUANTITY	UNIT COST	$ AMOUNT
Mobilization	Lump Sum	[illegible]		103220.00
Temp. pro. & dir. traffic	Lump Sum	[illegible]		22938.00
Temporary signs	Sq. ft.	500	6.00	3000.00
Temp. Plastic safety Markers	each	15	80.00	1200.00
Flagger	hour	600	22.50	13500.00
Pilot car	hour	200	30.00	6000.00
Watering	M-gal	40	10.00	400.00
Aggregate shoulders	Ton	4443	8.00	35544.00
A.C. Mixture	Ton	36,400	15.20	553,280.00
Asph. cement in mix	Ton	2,366	210.00	496,860.00
Asph. in tack coat	Ton	53	250.00	13,250.00
Ext. for A.C. approaches	each	41	175.00	7,175.00
Guardrail, Type 2A	Lin. ft.	575	13.00	7475.00
Guardrail, Type 3	Lin. ft.	100	30.00	3000.00
G. rail anchors, Type 1	each	6	275.00	1650.00
End pieces, Type C	each	6	85.00	510.00
Special bridge conn.	each	4	90.00	360.00
Ext. for G. rail flares	each	6	150.00	900.00
Ext. for mailbox turnouts	each	3	150.00	450.00
Adjust mailboxes	each	5	100.00	500.00
Gen. exc. @ bridge ends	Cu. Yd.	200	8.00	1600.00

PAGE TOTAL .... $ 1,273,052.

TYPICAL SECTION



M.P. 6.93 TO M.P. 13.73
(6.8 miles – 35,904 lin. ft.)

A.C. Computations:

$$\frac{35{,}904 \times 32 \times .4167 \times 150}{2{,}000} = 35{,}907 \text{ tons}$$

493 " (Rd. appr. etc.)

$\underline{\underline{36{,}400}}$ Tons total

ASPHALT CEMENT:

$$36{,}400 \times .065 = \underline{\underline{2{,}366}} \text{ tons}$$

Aggregate shoulders:

$$2\left[\frac{\left(\frac{.4167 \times 4}{2}\right) \times 35{,}904}{27}\right]2 = \underline{\underline{4{,}433}} \text{ tons}$$

ASPHALT IN TACK

$$\frac{\left(\frac{35{,}904 \times 32}{9}\right) \times .06}{241} = 32 + \frac{\left(\frac{35{,}904 \times 32}{9}\right) \times .04}{241} = \underline{\underline{53}} \text{ tons}$$

MATNEY ROAD – MERRILL.
M.P. 6.93 TO M.P. 13.73
KLAMATH FALLS – MALIN HWY.
APRIL 1962.
J.R. HAGEDORN

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET 1 OF 3 SHEETS

MATNEY ROAD - MERRILL
M.P. 6.93 - M.P. 13.73
Klamath Falls - Malin Hwy.

ROAD APPROACH LIST

M.P.	Lt./Rt.	Gravel	Paved	Residetial	Field	Commercial	Tons Agg.	Tons A.C.
6.92	Rt	✓			✓		5	
7.14	Lt		✓	✓				7
7.24	Lt	✓			✓		5	
7.28	Rt		✓	✓				5
7.35	Rt	✓			✓		5	
7.35	Lt		✓	✓				7
7.83	Rt	✓			✓		5	
8.10	Lt		✓	✓				5
8.11	Lt		✓	✓				5
8.12	Rt		✓	Matney Rd. - County				30
8.13	Lt		✓	Zuckerman Rd. - County				10
8.62	Lt	✓			✓		5	
8.63	Rt	✓			✓		10	
8.76	Rt	✓				✓	20	
8.86	Rt	✓				✓	20	
8.95	Rt	✓	✓			✓	20	
9.16	Lt		✓	✓				5
9.19	Lt	✓			✓		10	
9.24	Lt	✓			✓		10	
9.27	Lt		✓	✓				5
9.33	Lt		✓	Wong Rd. - County				20
9.34	Rt	✓			✓		5	
9.68	Lt.		✓	Buasing Rd. - County				20
9.69	Rt		✓	Buasing Rd. - County				10
10.00	Lt	✓			✓		10	
10.00	Rt	✓			✓		10	

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET 2 OF 3 SHEETS

ROAD APPROACH LIST (Cont'd)

M.P.	Lt/Rt	Gravel	Paved	Resid.	Field	Comm.	Tons Agg.	Tons A.C.
10.21	Lt		✓	✓			20	7
10.39	Rt	✓			✓		5	
10.58	Lt		✓	✓			10	8
10.86	Lt	✓			✓			
10.86	Rt	✓			✓		5	
11.07	Lt		✓	Cemetary Rd. - County			10	10
11.08	Rt		✓	County Rd.				15
11.18	Lt		✓	✓			20	5
11.24	Rt	✓			✓		5	
11.37	Lt		✓	✓			20	6
11.74	Rt	✓			✓		20	
11.78	Lt	✓			✓		20	
11.79	Rt		✓	Merrill Pit. - County				40
11.82	Lt		✓	✓			20	10
11.86	Lt		✓	✓				7
11.87	Rt		✓	✓			5	5
11.94	Rt	✓			✓			
11.95	Lt	✓			✓			
12.15	Lt	✓			✓		5	
12.16	Rt		✓	✓			5	5
12.36	Lt	✓			✓			
12.37	Lt		✓	Anderson Rd. - County				5
12.37	Rt		✓	Cemetary Rd. - County			40	20
12.43	Rt	✓			✓		10	
12.46	Rt		✓			✓	10	10
12.48	Rt		✓			✓	10	10

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEE

SHEET 3 OF 3 SHEET

ROAD APPROACH LIST (Cont'd)

M.P.	Lt/Rt	Gravel	Paved	Resid.	Field	Comm.	Tons Agg.	Tons A.C.
12.49	Lt	✓			State Stockpile Site		10	
12.60	Rt		✓	✓				5
12.67	Lt		✓		✓		5	
12.82	Rt		✓	✓			5	5
12.84	Rt		✓		✓			5
13.05	Lt		✓		✓			5
13.05	Rt		✓		✓			5
13.19	Rt		✓			✓		10
13.31	Rt		✓		✓			5
13.48	Lt		✓	✓			5	7
13.62	Rt		✓	County Road Conn.				100
13.68	Lt		✓	✓				5
13.69	Rt		✓	City Street				20
13.70	Lt		✓	✓				5
13.72	Rt		✓	Alley				7
		26	41				405	476

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

MATNEY ROAD - MERRILL
M.P. 6.93 to M.P. 13.73
Klamath Falls - Malin Hwy.
MAIL BOX ADJUSTMENTS & TURNOUTS

M.P.	Lt/Rt	No. of boxes on one install.		Construct Turnout		Pave Turnout	Tons Agg	Tons A.C.
7.13	Lt	2 large		✓		✓		
7.35	Lt	1 large	(No adj.)					
9.68	Rt	2 large						
10.20	Rt	1 small				✓		5
11.16	Rt	1 small		✓		✓	20	7
11.36	Rt	1 large		✓			60	
		5		3		3	80	12

Form E-49

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

Guard Rail

M.P. 6.93 to [illegible] Hwy Jct.

April 1952

B. [illegible]

[illegible] Extra [illegible] Type 1

[illegible] 10 [illegible] 3

55 [illegible] 4

4 [illegible]

1 [illegible] E. [illegible]

4 [illegible]

[illegible] #2 Extra [illegible] Type

75' Type 2A [illegible]

2 Type [illegible] Anchor

2 Type [illegible] End P[illegible]

10 [illegible] 32' x 6"

200 [illegible] @ Bridge Ends

Sec 150 T 1 [illegible] Br. Conn.

Sec 10 T [illegible] 6 [illegible] 6 Damaged

Sec 125 T 1 Add Pieces

Sec 50 T 1 Add [illegible]

Summary

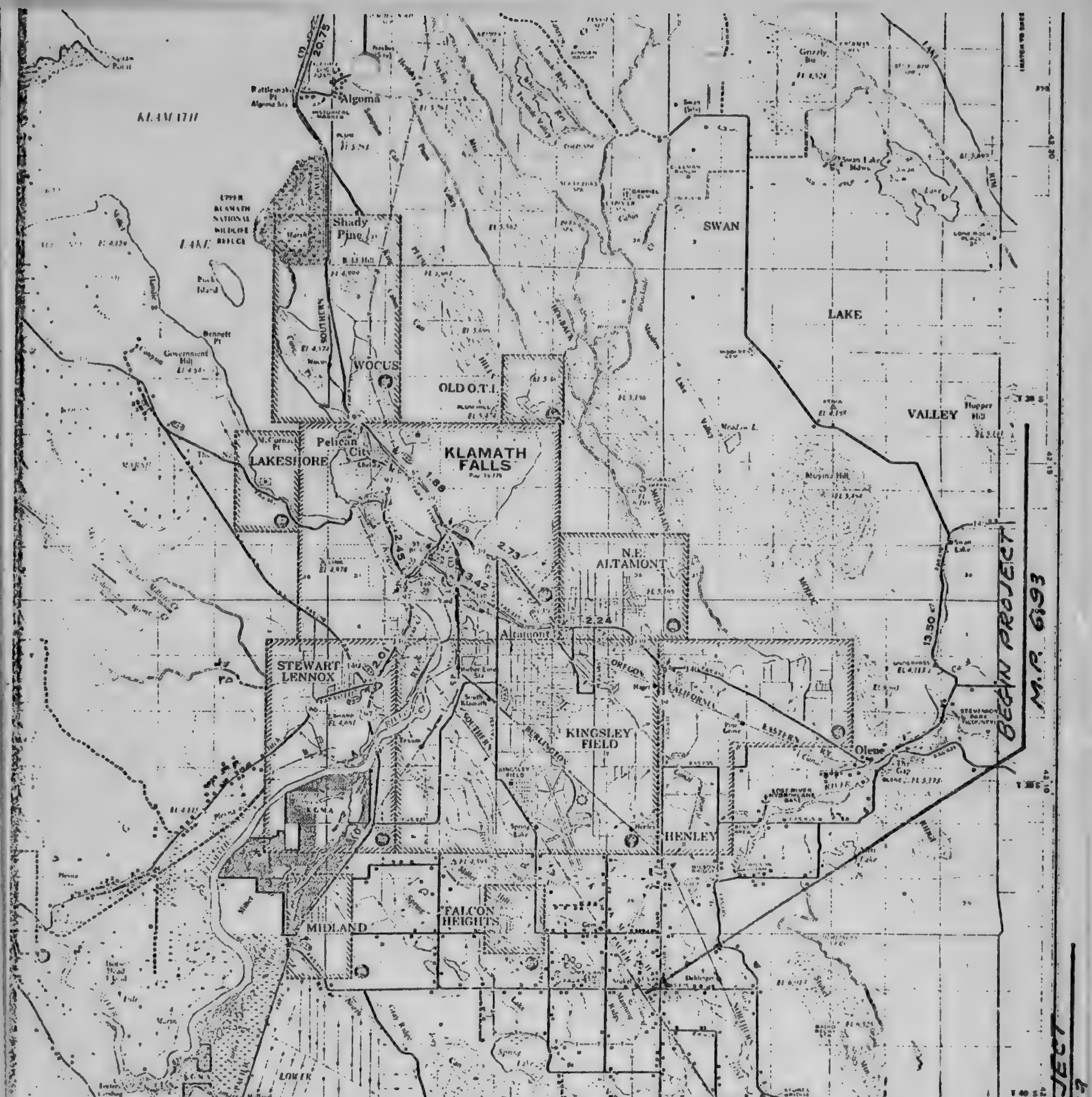
100 Type 3

575' Type 2A

4 Br. Connections

6 Type I Anchors

6 Type C End Pieces



KLAMATH
LAKE
UPPER KLAMATH NATIONAL WILDLIFE REFUGE
Algoma
20.75
Shady Pine
WOCUS
OLD O.T.I.
SWAN
LAKE
VALLEY
Hopper Hill
Moyina Hill
Swan Lake
LAKESHORE
Pelican City
KLAMATH FALLS
1.88
2.45
2.73
3.42
N.E. ALTAMONT
2.24
Altamont
STEWART LENNOX
2.01
SOUTHERN
OREGON
CALIFORNIA
EASTERN
KINGSLEY FIELD
Olene
13.50
HENLEY
KENO
MIDLAND
FALCON HEIGHTS
LOWER
KLAMATH
Captain Jack
13.99
14.06
WORDEN
MERRILL
NATIONAL
BEGIN PROJECT
M.P. 6.93
END PROJECT
M.P. 13.77

1984 Slick Rock Ck Bridge Sec., 9758
Slick Rock Retreat Rd approx 1 mi SE of
Rose Lodge. (gr., pav., Struc.,)

9758

9758 **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. X 2	COUNTY Lincoln	DIVISION Oregon
DATE OF REPORT 10/14/85	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-2100(6)
COMPLETION DATE (Actual) 8/30/84	ACCEPTANCE DATE BY CONRTACT AGENCY 5/3/85	TIME ELAPSED 100 %	CONTRACT TIME 153 C.D.

LOCATION **Slick Rock Creek Bridge Sect. of Slick Rock Retreat Road approx. 1 mile southeast of Rose Lodge.**

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
JAN 21 '86
REFER TO Fredrickson
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Cy
1/23

W. E. SCHWARTZ

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base, asphalt concrete pavement, loose riprap and gabion retaining walls.

   B. Installation of guard rail.

   C. Removal of existing bridge abutments.

   D. Construction of Bridge No. 16669 over Slick Rock Creek. Length: 90 feet. Roadway width: 19.2 feet.

   E. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: W. G. Moe & Sons, Inc.

3. Contract Amount: $147,769.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H KAPPUS Area Engineer		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE JAN 15 1986	TITLE Field Operations Engineer	DATE JAN 7 1986

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

May 15, 1985

U. S. Fidelity & Guaranty Co.
PO Box C19104
Seattle, WA 98109

CON 5
#9758

Gentlemen or Ladies:

On May 7, 1985, we wrote to concerning release of final payment on Contract No. 9758 awarded to W. G. Moe & Sons, Inc. for work on the Slick Rock Creek Bridge Section of Slick Rock Retreat Road in Lincoln County.

Final payment on this contract is $3,526.78 and the total contract amount is $159,055.35. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: W. G. Moe & Sons, Inc.
8850 SE 76th Drive
Portland, OR 97206

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9758

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: May 3, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9758, On Site Work Substantially Completed August 30, 1984
All Work Completed	November 1, 1984
Project	Slick Rock Creek Bridge
Highway	Slick Rock Retreat Road
County	Lincoln
Type of Work	Grading, Paving and Structure
Contractor	W. G. Moe & Sons, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

May 7, 1985 - Surety letter written.

Noted
RW Gormsen

RECEIVED
MAY 03 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2100(6)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lincoln
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 20040
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/7/84
8. FEDERAL ROUTE NUMBER Non Federal-aid
9. STATE ROUTE NUMBER County Road
10. GENERAL LOCATION:

Slick Rock Creek Bridge

11. GENERAL DESCRIPTION OF WORK

Furnish and install culvert pipe and inlet

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
XX ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/7/84 as requested in Mr. Fredrickson's letter of 3/4/85 as being cost effective for the use of Lincoln County forces to proceed with the above work. State Force Order No. 2 representing work to be performed by Lincoln County forces is approved for a TEC of $3,267.60; Federal Funds $2,614.

RECEIVED
STATE HWY ENGR
MAR 19 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to
3/19

14. DATE 3/18/85
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

97.58

[redacted]

ROUTING SLIP

Date

Director
Asst Dir.-Administration
Accounting (Highway)
Administrative Services
Aeronautics Div.
Bridge
Commission Services
Communications (Radio)
Construction
Employee Development
Environmental
Equipment Shop & Storeroom
Finance (DOT)
FHWA
General Files
Graphics
Information Center
Information Systems Br.
Labor Relations

Landscape
Legal
Library
Location
Mailroom
Maintenance
Materials
Motor Vehicles Div.
Parks & Recreation Div.
Permits & Weighmasters
Personnel Operations
Personnel Services Br.
Photocopy
Photo Lab
Planning (Highway)
Policy & Planning (DOT)
Program Section
Public Affairs
Public Transit Div.
Records Management

Research
Right of Way
Road Design
Safety & Health
Service Center
Sign Shop
[✓ State Highway Engineer]
Technical Services
Traffic Signal Unit
Traffic
Utilities

Metro Region
Region No. ____
District No. ____
Project Mgr. ____

NOTED
E. S. HUNTER

Attention: E. S. Hunter

From: W. Hart

Comments: Also attached are summaries of 3 projs. with const. engr. overruns

731-0022 (Rev. 4-84)

Copy
Con 4
#9716
#9695

Orig to Fredrickson
1/3/85

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: December 31, 1984 PLA 14-1

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Construction Cost Overruns
Local Government Projects

NOTED
E. S. HUNTER

There is a disturbing trend towards significant cost overruns for construction engineering on small highway bridge replacement projects. This is of concern on all projects but becomes particularly important on local government projects where the city or county must cover 100 percent of the construction engineering charges in excess of the 15 percent FHWA limits on construction engineering.

The Department has an obligation under the terms of individual project agreements to keep local government units advised on cost overruns. I do not believe this is being done in all cases. The Department also has an obligation to efficiently manage construction engineering, and I believe we need to assess our performance in that area.

There is a recently completed project, Slick Rock Creek Bridge in Lincoln County-Contract 9758, that could become a real embarrassment to the Department. The last report I saw on this project had the construction engineering at 309 percent of the project authorization ($14,100 authorized versus $43,600 expended). The local 20 percent match of the HBR funds for this project was provided by a local improvement district. The total LID contribution to the project based on the project authorization is something on the order of $36,000. The overrun of construction engineering can have the LID looking at a further unanticipated obligation of approximately $20,000. I do not believe that the LID will or should accept that quietly.

I realize that I may be encroaching into an arena that is outside of my responsibility. I nevertheless feel that a problem exists that needs to be addressed.

WJH:jrb

RECEIVED
STATE HWY ENGR
JAN 2 '85
REFER TO
Fredrickson
FOR
✓ ✓

NOTED
W. E. SCHWARTZ

Jackmond should be working on.
Advise W. Hart what we are doing.

OREGON STATE HIGHWAY DIV. ON

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Slick Rock Creek Br e
WEEK ENDING: Nov. 10, 1984
SECTION PREFIX: 221-1019
HIGHWAY: Slick Rock Retreat Road
COUNTY: Lincoln
NAME OF JOB: Slick Rock Creek Bridge
KIND OF WORK: Grading, Paving, and Structure
CONTRACTOR: V. G. Moe & Sons, Inc.
CONTRACT NUMBER: 9758
FEDERAL AID PROJECT NUMBER: BROS-2100 (6)
DATE OF CONTRACT: Awarded 3-20-84
Day count starts 3-31-84
DATE WORK STARTED: April 9, 1984
ESTIMATED COMPLETION DATE: August 27, 1984
SPECIFIED WORK DAYS:
WORK DAYS USED: 153
SPECIFIED CALENDAR DAYS: 150
CALENDAR DAYS USED:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 102%
PROJECT AUTHORIZATION: $ 177,819.32
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 163,719.11
ENGINEERING AUTHORIZATION: $ 14,100.21
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 115
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 163,719.11
ENGINEERING COST TO DATE: $ 43,600.00
DATE PROJECT WAS COMPLETED: August 30, 1984
ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %
PERCENT OF AUTHORIZATION: 309 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16669								
PERCENT	100%								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				An Authorization to overrun has been
MONDAY				Submitted
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 13 1984
BRIDGE SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This will be the last report, semi-final submitted 11/9/84.

SIGNED Charles W Elroy LOCATION Newport, Ore
Charles W. Elroy, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

LINCOLN COUNTY AGREEMENT No. 7544 PROJECT# BROS-2100(6)

Contract# 9758 Section SLICK ROCK CREEK BR

PRELIMINARY ENGINEERING PREFIX 221-1916

	Participating	Non Participating
TOTAL P.E. COST	26,615.00	
LESS FREE BRIDGE DESIGN & Specs	7,881.00	
TOTAL P.E. COST TO COUNTY	18,733.00	

CONSTRUCTION PREFIX 221-1019

WORK PERFORMED BY CONTRACTOR	*$156,700.00	
TOTAL ENGINEERING EXPENSE: AS of NOV. 1984 (15%) Participating	*23,500.00	*$20,200
	$180,200.00	$20,200

SUMMARY

PARTICIPATING P.E. COST	$ 18,733.00
PARTICIPATING CONST. COST	180,200.00
	198,933.00

FEDERAL FUNDS

P.E. (80%)	$14,986	
CONST. (80%)	144,160	*(159,146.00)
SUBTOTAL		39,787.00
PLUS NON PARTICIPATING COST		20,200.00
LESS COUNTY'S ADVANCE DEPOSITS		
P.E.	$ 4,600	
CONST	$ 35,560	(40,160.00)

BALANCE DUE FROM COUNTY *19,827.00

* THESE FIGURES ARE ESTIMATES ONLY
AN LID WAS FORMED ON THE PROJECT THEY WILL PAY $34,500

9750

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-218	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Lincoln
MODIFICATION NUMBER 2		Project Number BROS-2100(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 186,125.00	$ 193,781.00
Federal funds	$ 148,900.00	$ 155,024.00
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne [illegible]

For Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 13, 1984

FEDERAL AID PROJECT NO. BROS-2100(6)

SLICK ROCK CREEK BRIDGE SECTION
SLICK ROCK RETREAT ROAD
LINCOLN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE, BRIDGE NO. 16669
(STA. 12+40 to STA. 13+30)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
1"-0 Aggregate Base	$ 12.00	775	$ 9,300.00	1,002.015	$12,024.18	
Class B or Class C Asphalt Concrete	42.00	215	9,030.00	301.15	12,648.30	
Guard Rail Type 2A	12.60	100	1,260.00	125	1,575.00	
		Subtotal	$19,590.00		$26,247.48	
					Increase	$ 6,657.48
		Subtotal from revised estimate of August 29, 1984				161,848.00
					Subtotal	$ 168,505.48
					Engineering	25,275.52
					Total	$ 193,781.00

Length of Project	0.023 mi.
Federal Funds (80%)	$ 155,024.00
County Funds	38,757.00
Total	$ 193,781.00

Group 1 100%
Contract No. 9758
Prefix: 221-1916
Prefix: 221-1019
WH:bkb

9758

2

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 9-9

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State OREGON

County LINCOLN

Project Number BROS-2100(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 177,819	$ 186,125
Federal funds	$ 142,255	$ 148,900
Other revisions		

This modification is made for the following reasons: To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

JAN

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 29, 1984

FEDERAL AID PROJECT NO., BROS-2100(6)

SLICK ROCK CREEK BRIDGE SECTION
SLICK ROCK RETREAT ROAD
LINCOLN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE, BRIDGE NO. 16669 (Sta. 12+40 to Sta. 13+30)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Trench Excavation	$ 15.00	45	$ 675.00	65	$ 975.00	
Loose Riprap, Class 700	16.70	100	1,670.00	220	3,674.00	
4"-0 Pit Run Rock (PA #2)	5.75	---	---	500	2,875.00	
SUBTOTALS			$ 2,345.00		$ 7,524.00	
					Increase	$ 5,179.00
		SUBTOTAL from revised estimate of March 22, 1984				156,669.00
					SUBTOTAL	$ 161,848.00
					Engineering	24,277.00
					TOTAL	$ 186,125.00

Length of Structure ----------------------- 0.023 mi.

Federal Funds (80.0%)	$ 148,900.00
County Funds	37,225.00
TOTAL	$ 186,125.00

Group 1: 100%
Contract No. 9758
Prefix: 221-1916
Prefix: 221-1019

WH:pf

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
3-209

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

3-26-84

State: Oregon
County: Lincoln
Project No.: BROS-2100(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Slick Rock Creek Bridge #16669

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-1-84	0.023

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 177,819.00	$ 142,255.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Wayne Halsi
For Manager, Program Section
(Title)
~~XXX~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAR 26 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Gen. Files

Oregon State Highway Division
Salem, Oregon March 22, 1984

Federal-Aid Project No. BROS-2100(6)

Slick Rock Creek Bridge Section
Slick Rock Retreat Road
Lincoln County

PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure, Bridge No. 16669 (Sta. 12+40 to Sta. 13+30)

Mobilization		All Required		$ 7,860.00
Clearing and Grubbing		All Required		2,000.00
General Excavation	1,540	Cu. Yd.	5.35	8,239.00
Trench Excavation	45	Cu. Yd.	15.00	675.00
Finishing Roadbed and Slopes		All Required		800.00
1"-0 Aggregate Base	775	Ton	12.00	9,300.00
Class "B" or Class "C" Asphalt Concrete	215	Ton	42.00	9,030.00
12-inch Culvert Pipe	250	Lin. Ft.	6.85	1,712.50
Concrete Inlets, Type G-1	1	Each	525.00	525.00
Guardrail, Type 2A	100	Lin. Ft.	12.60	1,260.00
Guardrail, Type 3	100	Lin. Ft.	22.00	2,200.00
Guardrail Anchors, Type 1	4	Each	315.00	1,260.00
Rail End Pieces, Type C	4	Each	95.00	380.00
Rail End Pieces, Terminal Anchors	4	Each	315.00	1,260.00
Loose Riprap, Class 700	100	Cu. Yd.	16.70	1,670.00
Rock Gabions	365	Cu. Yd.	48.00	17,520.00
Bridge Removal Work		All Required	895.00	895.00
Shoring, Cribbing, Etc.		All Required	1,000.00	1,000.00
Structure Excavation	350	Cu. Yd.	12.95	4,532.50
Structural Concrete, Class 3300 (45 Cu. Yd.)		All Required		12,650.00
4' Type 90'/95' Prestressed Box Beams	55	Each	10,140.00	50,700.00
Reinforcement (6,600 lbs.)		All Required		3,300.00
Two Tube Steel Railing	180	Lin. Ft.	50.00	9,000.00
				$ 147,769.00

Anticipated Items

Slide Correction	All Required		$ 5,000.00
Permanent Pavement Striping	All Required		1,400.00
Temporary Erosion Control	All Required		1,500.00
Roadside Seeding & Mulching	All Required		1,000.00
			$ 8,900.00
		Subtotal	$ 156,669.00
		Engineering	21,150.00
		Total	$ 177,819.00

Length of Structure	0.023 mi.

Federal Funds	$ 142,255.00
County Funds	35,564.00
Total Cost	$ 177,819.00

Group 1	100%
Contract No.	9758
Prefix:	221-1916
Prefix:	221-1019

9

FORM 01-734-[illegible]

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Slick Rock Creek Bri..ge	WEEK ENDING: Nov. 10, 1984
		SECTION PREFIX: 221-1019
	HIGHWAY: Slick Rock Retreat Road	COUNTY: Lincoln
NAME OF JOB: Slick Rock Creek Bridge	KIND OF WORK: Grading, Paving, and Structure	
CONTRACTOR: W. G. Moe & Sons, Inc.	CONTRACT NUMBER: 9758	FEDERAL AID PROJECT NUMBER: BROS-2100 (6)
DATE OF CONTRACT: Awarded 3-20-84 Day count starts 3-31-84	DATE WORK STARTED: April 9, 1984	ESTIMATED COMPLETION DATE: August 27, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS:	WORK DAYS USED: 153
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 102%
PROJECT AUTHORIZATION: $ 177,819.32		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 163,719.11	ENGINEERING AUTHORIZATION: $ 14,100.21	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 163,719.11	ENGINEERING COST TO DATE: $ 43,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 115
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 309 %	DATE PROJECT WAS COMPLETED: August 30, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16669							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				An Authorization to overrun has been
MONDAY				submitted
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE F CAE ...... LS ...... TC ......
COE ...... CM ...... SX ...... CC ......
CA ...... FE ......
CAM ...... MA ......
CP ...... OCS ......
LEO ...... FILE ......

RECEIVED
NOV 14 1984
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This will be the last report, semi-final submitted 11/9/84.

SIGNED Charles W Elroy LOCATION Newport, Oregon
Charles W. Elroy, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

[illegible]

DATE: November 8, 1984

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

CON 5

SUBJECT: Request for Increase in Project Authorization
Slick Rock Creek Bridge Section
Slick Rock Retreat Road, Lincoln County
Contract No. 9758

This federal-aid project has been completed and it is now apparent that the final cost will exceed the project authorization by $23,000 or 13 percent.

Additional aggregate base and paving materials were used on the project at the request of Lincoln County to include additional driveways and to construct a more satisfactory transition to the existing roadway at the ends of the project. This work added more than $6,300 to the cost of the project.

The material excavated for construction of bridge footings was not suitable for use as backfill and it was necessary to replace it with pit-run material at a cost in excess of $2,500. Placement of riprap materials was necessary for protection of the embankments from erosion and for drainage control. This work added approximately $1,800 to the cost of the project.

Construction engineering charges were required in excess of the original authorization in order to properly inspect, monitor and document the additional work.

There are sufficient funds available in the category of work and all the increase, except $15,900 is eligible for federal participation.

I recommend that the authorization be increased by $23,000 to a new total of $200,819.32. This matter will be on the consent calendar for the November 20 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
D. O. Christensen
George Bell

HHP:mk lks

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 8, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Slick Rock Creek Bridge Section
Slick Rock Retreat Road, Lincoln County
Contract No. 9758

This federal aid project has been completed and it is now apparent that the final cost will exceed the project authorization by $23,000 or 13 percent.

Additional aggregate base and paving materials were used on the project at the request of Lincoln County to include additional driveways and to construct a more satisfactory transition to the existing roadway at the ends of the project. This work added more than $6,300 to the cost of the project.

The material excavated for construction of bridge footings was not suitable for use as backfill and it was necessary to replace it with pit-run material at a cost in excess of $2,500. Placement of riprap materials was necessary for protection of the embankments from erosion and for drainage control. This work added approximately $1,800 to the cost of the project.

Construction engineering charges were required in excess of the original authorization in order to properly inspect, monitor and document the additional work.

There are sufficient funds available in the category of work and all the increase, except $15,900.00, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $23,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. O. Christensen
C. W. Elroy
B. M. Walton
W. F. Cobine

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 7 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

221-1019

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: D. O. Christensen
Region Engineer

DATE: October 2, 1984

FROM: C. W. Elroy By: Don Jordan
Project Manager

REGION 2 OFFICE
RECEIVED
OCT 03 1984
RLO..... RQS.....
RE ...... RCE...... RME...... ROM ......
RTS ...... RLS...... RPC...... RFS ......
RUS...... RG ...... RSR ......

SUBJECT: Slick Rock Creek Bridge
Lincoln County
Contract 9758
Authorization to Overrun

Below are the explanations of overruns and underruns:

PA #2: 4"-0 Pit Run - The material excavated under Structure Excavation for the project was a combination of large boulders and sandy clay. This material, after setting through the rainy season, was not suitable for backfill as it was too rocky and over-saturated to a point that sufficient compaction was impossible.

Class 700 Rip Rap - More rip rap was used at bent #1, since no web wall was constructed between the columns. Extra rip rap should help hold the fill, which extends to the creek. Bent #2 had 30 extra yards of rip rap placed around the gabion baskets to serve as drainage control.

Base Rock - Overrun was due to extending the project to include additional driveways at the county's request. This additional work also allowed for a better transition between the new and existing roadway.

A.C. Paving - The additional areas which received rock were also paved. The finished pavement depth was four inches instead of the prescribed three inches, which makes up 70 tons of the 86 tons of overrun.

Slide Correction and Temporary Erosion Control - These items were not needed, since extra rip rap was used.

Engineering - This was a small project and the original 8.6 percent of the contract for engineering was not sufficient. This is a common problem with most similar jobs.

DLJ/dlc

cc: Construction Engr. w/original order
and attachments described above.
Approval is recommended.
Remarks ____________________

REGION II CONSTRUCTION ENGINEER

CE..... CAE..... RECEIVED LS..... TC.....
COE..... OM..... SA..... EC.....
CA..... OCT 05 1984 FE.....
CAN..... MA.....
CP..... CONSTRUCTION OCS.....
EEO..... SECTION FILE.....

81-125-1387

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 20, 1984

In Reply Refer to
File No.:
CON 5

W. G. Moe & Sons, Inc.
8850 SE 76th Drive
Portland, OR 97206

Time Extension Request
Slick Rock Creek Bridge
Contract No. 9758
FAP No. BROS-2100(6)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

A contract time adjustment of an additional 3 calendar days is granted due to the additional work performed under Price Agreement No. 2.

The adjusted contract time of completion of this contract is 153 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
D. O. Christensen w/att.
C. W. Elroy w/att.
FHWA w/att.
Bruce Walton

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

File# 221-1019

TO: T.W. Litchfield, P.E.
Region Construction Engineer

DATE: Sept. 12, 1984

FROM: Charles W. Elroy
Charles W. Elroy
Project Manager

REGION 2 OFFICE
RECEIVED
SEP 13 1984
RLO.....   SOS.....
RE..... RCE..... RME..... RCM..... .....
RTS ..... RLS..... RPC..... RFS .....
RUS..... RG ..... RSR ....

SUBJECT: Time Extension Request
Slick Rock Creek Bridge
Contract No 9758

Herewith is W. G. Moe & Sons request for a 4 day time extension which will increase the specified time for completion from 150 calendar days to 154.

Work commenced April 9, 1984. The time count started March 31, 1984 and stopped on August 30, 1984 by the Second Notification, with 153 calendar days used, an excess of 3 calendar days.'

The contractor's justification is based on the Extra work required to make the structual backfill due to unsuitable material on the jobsite.

Our analysis follows:

Due to an extremely wet spring all the embankment material on the jobsite became over saturated and unsuitable to obtain the necessary compaction density. Also the material at the jobsite was comprised of large river type boulders and gravels mixed with a silty clay. This type of material once it has been disturbed from mother natures way of creating a dense embankment makes it almost impossible to re-construct without voids. Because of the over optimum moisture of the backfill and the need to expedite the contract work a price agreement was written to allow the contractor to furnish and install a granular material (4"-0 Pit Run Rock) for structural backfill.

The time required to initiate PA #2 (4"-0 Pit Run Rock) before allowing any structural backfill was 3-calendar days. Therefore, it is my recommendation that 3- calendar days be allowed.

CWE/dlj

CC: File

APPROVED
REGION CONSTRUCTION ENGINEER

9-19-84
W. E. Schwartz -
I concur with Region and Proj. Mgr.
and recommend a 3 C.D. time extension.
O. B. Jackmond

CE.....CAE..... RECEIVED LS..... TC.....
COE.....CM..... BA..... CC.....
CA..... SEP 17 1984 FE.....
CAA..... MA.....
CP..... CONSTRUCTION OCR.....
LEO..... SECTION FILE.....

S-1307

9758

F

March 30, 1984

W. C. Mee & Sons, Inc.
8850 S.E. 76th Drive
Portland, OR 97206

CON 3
#9758

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9758 for work on the Slick Rock Creek Bridge on Slick Rock Retreat Road in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: U. S. Fidelity & Guaranty Co.
100 West Harrison Plaza
North Tower, Suite 300
P. O. Box C19104
Seattle, WA 98109

bc: C. O. Fredrickson
Walt Hart
Robert Church
Jan Peterson
Duane Christensen
Charles Elroy

WE "DIG" EARTH

W. G. Moe and Sons, Inc.

503/775-8651 — 8850 S.E. 76th Dr. - Portland, OR 97206
(North of Johnson Creek Blvd.)

February 24, 1984

Oregon State Highway Division
Office of Commission Services, Room 121
State Transportation Building
Salem, OR 97310

RE: Slick Rock Creek Bridge #9758

Gentlemen:

We intend to subcontract the following bid items to Pacific Northwest Guard Rail, on the above mentioned project.

			AMOUNT
Item 1.	Mobilization		$ 1,000.00
Item 10.	Guard rail	$ 12.00 per foot	1,200.00
Item 11.	Guard rail	21.00 per foot	2,100.00
Item 12.	Guard rail anchors	300.00 each	1,200.00
Item 13.	Rail end pieces	90.00 each	360.00
Item 14.	Rail end pieces - terminal connectors	300.00 each	1,200.00
TOTAL			$ 7,060.00

This total reflects 4.8% of our total original bid.

Please do not hesitate to contact our office if you have any questions.

RECEIVED
FEB 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Respectfully,

Charles Moe

Charles W. Moe
President

cc Kay Turner

BILL MOE
Mobile 224-3565
Unit No. 199
Res. 239-5175

EXCAVATING

BACK HOE AND TRENCHING

CHUCK MOE
Unit No. 2278
Res. 255-5454

rlI

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2100(6)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20040

2-1-84

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/1/84
8. FEDERAL ROUTE NUMBER Non Federal-aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Slick Rock Creek Bridge #16669 Section

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 1/30/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $200,000 Federal Funds $160,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedures will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 1/19/84 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
FEB 7 84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 2/1/84
15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

915.8

p

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS 2100(3)
Slick Rock Creek Bridge
Lincoln County
Deviation of Standards

Date: January 3, 1984

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. G. Potter's December 27, 1983 letter requests a deviation from standards of roadway width on the subject structure. Lincoln County initiated this request for a 20 foot width citing the following as basis for this reduced width:

1. Low speed traffic - 25 MPH
2. ADT of only 200
3. Serves a local area with no log trucks

We concur in the proposal to construct the subject structure to a 20 foot width.

G. K. [illegible]
for Dale E. Wilken

RECEIVED
TECHNICAL SERVICES
JAN 5 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JAN 5 '84
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

NOTED
E. S. HUNTER

Cy To Ventury
Hart
Fredrickson
1-9-84

Lincoln Co.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Slick Rock Creek Bridge *Lincoln County*

REGION: 2

AUTHORIZATION NO.: 1

PREFIX: 221-1916

DATE: 12-22-82

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		4,450	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		0	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		2,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		4,000			
914 REGION UTIL-ITY LIAISON		150	932 RAILROAD & UTILITIES		100			

TOTALS	$ 27,000	$ 27,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for bridge replacement project.

1 Versteeg
Anderson
2 Adam
3
Sullivan
Terpin
4 Trout
Wekarlig

RECEIVED
FEB 15 1983
ROAD DESIGN SECTION

Cy Watson KG
Do Not File
Return To
Bring Up
Action

ON HIP FY82 BROS $100,000

PREPARED BY	DATE 12-22-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1-28-83
RECOMMENDED, REGION ENGINEER X by	DATE 12-22-82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 1-27-83
RECOMMENDED, LOCATION ENGINEER X	DATE 1/25/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Slick Rock Creek Bridge

AMENDED PROJECT PROSPECTUS

REGION: 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM	TO	LENGTH 0.01 mi
☐ URBAN ☒ RURAL	CITY	COUNTY Lincoln	ROAD/STREET NAME Slick Rock Cr Co Rd No 5	
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) Lincoln County		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 26.3	GRADING	(✓)	✓	FILES (#)	-
RIGHT OF WAY		$ -	PAVING	(✓)	✓	ACRES (#)	
ROADWAY	$ 10.0		STRUCTURES	(✓)	✓	RELOCATIONS (#)	
STRUCTURES	$ 57.2		SIGNING	(✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$					RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
Remove Ext'g Bridge	$ 5. ~~2.5~~		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 28.8 ~~27.9~~		DESIGN CATEGORY	(1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 101. ~~97.6~~	WORK TYPE	(1-12)	5	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 123.9					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) Apr/83	RECOMMENDED FUNDING SOURCE HBR(05)	RECOMMENDED PROGRAM YEAR 82-83

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	1	1
STRUCTURES (#)	0	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	Unavailable	
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

A bridge serving the Slick Rock Retreat subdivisio has fallen down. The bridge was a one-way structu The traffic has been detoured via a road which is unacceptable due to geological hazards. Lincoln County has requested this project.
Project is one mile from the Salmon River Hwy (#39) on Slick Rock Creek County Road #5.

PROPOSED SOLUTION

County has formed a Local Improvement District to provide local matching funds to construct a new bridge at the old location. ~~County forces will do the approach construction~~.

1-18-83 as per telephone call from P. Stearns

REQUESTED, REGION ENGINEER X by Philip O. [illegible]	DATE 12-22-82			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 18 JUN 81	PROGRAM YEAR 82	FUNDING HBR-05

PROJEC. PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Slick Rock Creek Bridge (Amended Prospectus)

REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	S	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	S	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	A	(LIST BELOW)	

COMPANIES
Private waterline crossing.
No other utilities.

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N	N	N	N

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	N	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 25

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							10' 20' ~~18'~~	x	— —							

PROPOSED

SUGGESTED BASE DESIGN

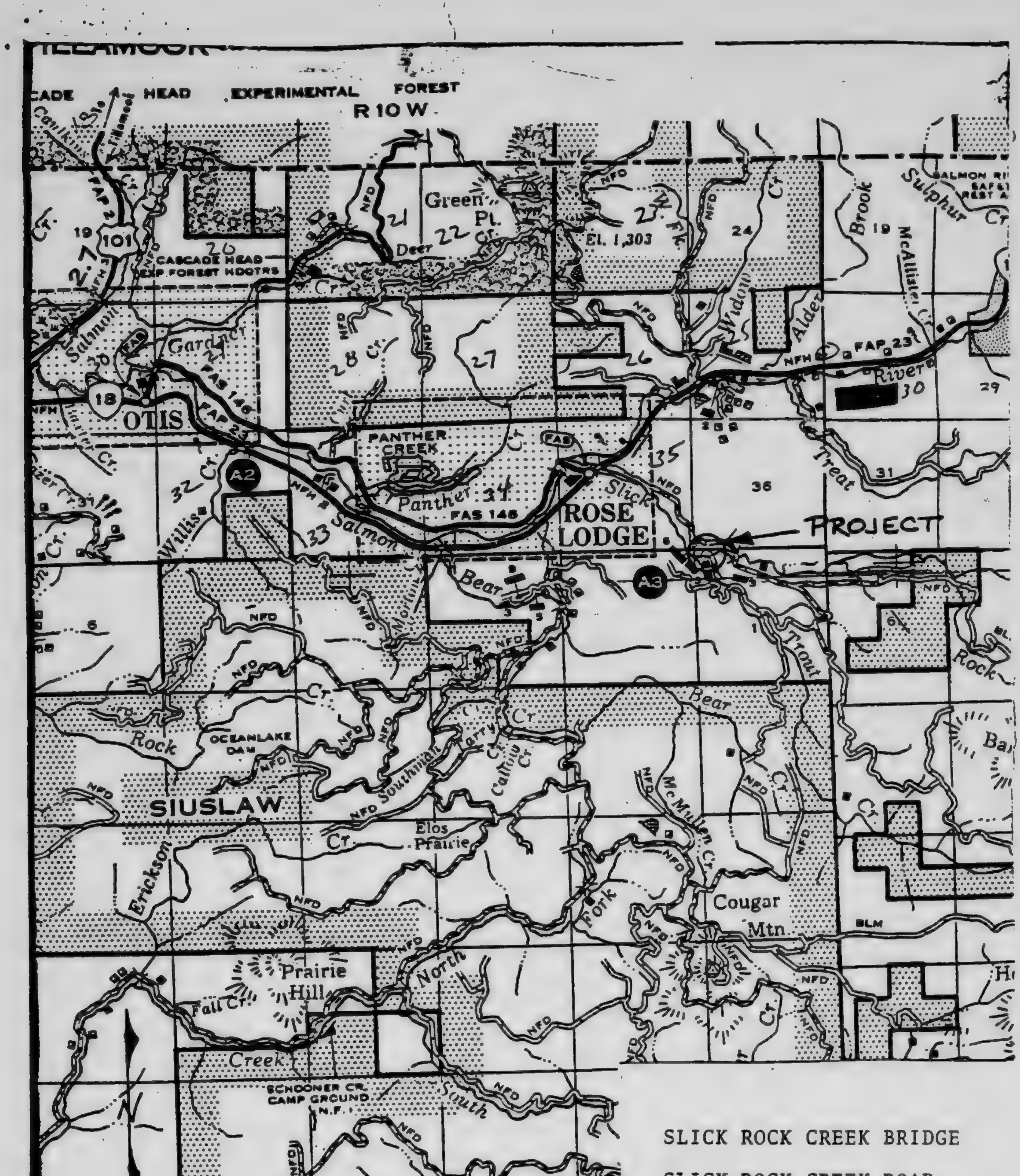
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	65±	20' ~~18'~~	57,200	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Harold E. Hap
Location Engineer
Date 1/25/83

734-1912 (7-82)


TILLAMOOK
CASCADE HEAD EXPERIMENTAL FOREST
R10W
Green Pt. Cr.
Deer Cr.
El. 1,303
CASCADE HEAD EXP. FOREST HDQTRS
101
Salmon
Gardner Cr.
18
OTIS
FAS 146
FAP 23
PANTHER CREEK
Panther Cr.
Salmon
A2
Willis Cr.
ROSE LODGE
Slick Rock
PROJECT
A3
Widow Cr.
Alder Cr.
Brook
Sulphur Cr.
McAllister Cr.
SALMON RIVER SAFETY REST AREA
FAP 23
River
Treat
Bear Cr.
Trout
Rock Cr.
OCEANLAKE DAM
Southman
Larry Cr.
Calkins Cr.
Bear Cr.
McMullen Cr.
SIUSLAW
Elos Prairie
Erickson
Fork
Cougar Mtn.
North
Prairie Hill
Fall Cr.
Creek
SCHOONER CR. CAMP GROUND N.F.
South
Anderson Cr.
Ball Cr.
Ball Mtn.
El. 1,815
NATIONAL
NFD

SLICK ROCK CREEK BRIDGE

SLICK ROCK CREEK ROAD
(COUNTY ROAD #5)
LINCOLN COUNTY

7758

N

STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: August 16, 1983

FROM: Natsuko Kibe
Natsuko Kibe
Hydraulic Specialist

SUBJECT: Slick Rock Creek Bridge
Slick Rock Creek County Road
Lincoln County

RECEIVED
AUG 17 1983
ROAD DESIGN SECTION

Versteeg
Anderson
lly Adams
kw Macnab
ly Steudenmeyer
Turpin
I Trost
Wakerlig

Do Not File ☐
Return To
Bring Up / /
Action

The proposed project will replace a 65-foot long, two-span log bridge. According to Mr. Joseph Steere, Lincoln County Engineer, the log bridge was closed in 1976 after a stringer broke. Currently, a concrete abutment and a log abutment still exist at the site.

HYDROLOGY

Slick Rock Creek is one of the tributary streams to the Salmon River. The drainage area upstream of the project site is approximately 8.5 square miles. The basin lies near the highest precipitation intensity area of the state. Since no appropriate stream gage records were available, the U.S. Geological Survey flood frequency equations for the Coast Region were used to obtain the recurrence interval vs. peak discharge. These equations are contained in the U.S.G.S. report entitled "Magnitude and Frequency of Floods in Western Oregon". The results are listed below.

Recurrence Interval	Peak Discharge
100-yr.	3,060 cfs
50-yr.	2,790 cfs
25-yr.	2,460 cfs
10-yr.	1,990 cfs
5-yr.	1,680 cfs

The attached memo from Don Thurston discusses the high water which has occurred at the site. From this information, it was estimated that the high water during the January 1972 flood reached elevation 292.0 feet. It is felt that the amount of debris carried during the flood caused the high water to surge several feet.

HYDRAULIC DESIGN

The 25-year flood of 2,460 cfs was chosen as the design flood. The estimated high water during this flood is elevation 287.4 feet.

81-123-1387

It is suggested that the proposed structure provide a waterway opening of 195.3 square feet below the design high water elevation. A structure with this waterway opening will create no backwater during the design flood nor the 100-year flood.

It is suggested that the minimum bottom of beam elevation be 294.0 feet to allow for debris passage. It is also suggested that the existing bents be removed, as they are obstacles to debris passage and also constrict the channel. When the log abutment is removed, it is suggested that the bank be shaped to a 1-1/2:1 slope.

RIPRAP

Any fresh embankment slopes subject to the design high water should be protected with a 3-foot thick blanket of Class 700 loose riprap. A 9-inch thick filter blanket will be required. With vertical abutments, no protection is necessary since the footings will be founded on solid rock. The toe of the wingwalls, however, will require some protection if they are subject to the design high water.

NK/DWB:ja

Attachment

cc	Frank Terpin	w/attachment
	Walt Hart	"
	Jack Davis	"
	Don Adams	"
	Don Harwell	"
	Chuck Fredrickson	"
	Herb Schell, FHWA	"

File 221-1916

STATE OF OREGON

INTEROFFICE MEMO

TO: David Bryson
Hydraulics Engineer

DATE: August 10, 1983

ATTN: Gene Finley

FROM: Don Thurston
Region Location Supervisor

Don Thurston

SUBJECT: High Water @ Slick Rock Cr. Br.
Lincoln County
Prefix 221-1916

A conversation on Aug. 9, 1983 with Mr. Dave Davis of Sheridan (ph. 843-3051), who lived at the bridge site for several years disclosed the following:

1) The highest water that old timers can remember was from a storm during the winter of 1971-72 (Dec. 1971 or Jan. 1972. There were two severe storms 11± days apart). The same storm did damage to the bridge on North Bank Road behind Rose Lodge Store approximately one mile downstream from Slick Rock Cr. Bridge.

2) High water was up to one foot above the top of the concrete abutment on the south side. He built the concrete abutment about one year prior. The bottom of the log stringers were 6 to 8 feet above the concrete abutment. This put water near the bottom of the stringers on the north side.

3) The storm washed downstream numerous trees with large root wads brought down by a severe windstorm the previous fall. These went down the main channel on the south side.

Mr. Davis developed the property (Slick Rock Retreat) and built the alternate road west from the main road into the area south of the creek when the log stringers collapsed

PF/DT:mk

CC: Cliff Page

Contains Recycled Materials

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	Maximum Expected	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	2,460	3,060	3,850	
	m^3/s				
Frequency – yrs.		25	100	500	
H.W. Elevation Natural Channel	ft.	287.4	288.2	289.1	
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	12.6 ±	13.5±	14.5 ±	
	mps				
Headwater Elevation	ft.				
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Slick Rock Creek Bridge

Slick Rock Creek County Road
Lincoln County

COMPILED BY:	DATE:
Natsuko Kibe	August 15, 1983

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-2100(3)
Slick Rock Creek Bridge
Lincoln County

Date: October 11, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Walt Hart, Bridge Engineer
Salem, Oregon

The Slick Rock Creek Bridge advance plans show extensive use of gabions for containing the approaches to the bridge. The foundation report recommends a 3 foot blanket of class 700 riprap. It is our opinion that this stream with considerable logging debris would not work well with gabions. Experience has shown considerable problems when the baskets are continually subjected to the debris impact.

Please restudy this design feature.

For Dale E. Wilklen

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
OCT 12 '83
REFER TO Hart
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					X	

orig to

9758

Lincoln Co.

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: July 25, 1983

FROM: Lyle K. Watson
Lyle K. Watson
Final Design Supervisor

SUBJECT: Project Name Change

It has been necessary to change the name of this project

FROM SLICK ROCK CREEK BRIDGE SEC.
SLICK ROCK CREEK RD.
LINCOLN COUNTY

TO SLICK ROCK CREEK BRIDGE SEC.
SLICK ROCK RETREAT ROAD
LINCOLN COUNTY

Scheduled ______________________

cc: Region
Environment
Project Management
Structures
Right-of-Way
Traffic
Location
File ✓

81-125-1387

Contains Recycled Materials

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-7-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2100(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20040

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/17/83

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Slick Rock Creek Bridge

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Potter's letter of 6/14/83 I approve the revised Preliminary Engineering Costs to a TEC of $27,000 Federal Funds $21,600.

(Increase TEC $13,350 Federal Funds $10,680)

RECEIVED
STATE HWY ENGR
JUN 24 '83
REFER TO
Potter

Orig to
6/24

14. DATE 6/17/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (REV. 12-79) PREVIOUS EDITIONS MAY BE USED

February 9, 1983

Board of County Commissioners
Lincoln County
225 West Olive Street
Newport, OR 97365

AGR 4

Attention: Alberta M. Bryant
County Clerk

MISC. CONTRACTS and
AGREEMENTS No.

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for a Highway Bridge Replacement Project on the Slick Rock Creek Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Attachment

bc: Don Harwell (agreement attached)

97

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2100(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20040

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-4-82

8. FEDERAL ROUTE NUMBER Non Federal-Aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: Slick Rock Creek Bridge

11. GENERAL DESCRIPTION OF WORK Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including Archeological Salvage
TEC $13,650 - FF $10,920
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 2-5-82.

RECEIVED
STATE HWY ENGR
MAY 5 '82
Orig to
5/5/82
REFER TO. [illegible]
FOR
Info | [illegible] | [illegible] | D R | Sign | Act | File

14. DATE 5-4-82

15. SIGNATURE OF APPROVING OFFICIAL G K [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

March 18, 1982

Lincoln County Board of Commissioners
P. O. Box 947
Newport, OR 97365

AGR 4-2

Attention: Alberta M. Bryant
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7580

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for the Slick Rock Creek Public Bridge on Slick Rock Retreat Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

9758 10-21-81 N.

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Slick Rock Creek Public Bridge

HIGHWAY NAME: Slick Rock Creek County Road #5

HIGHWAY NUMBER:

REGION: 2

ADMINISTRATIVE DISTRICT: 4

COUNTY: Lincoln

CITY:

LENGTH: 100'

MILEPOST NUMBER: TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct new bridge on public road in subdivision of Slick Rock Retreat located in Section 1 TWP 10 S, R 10 W in Lincoln County. The preexisting one-way structure has fallen down. Traffic is currently using a.detour which is not acceptable into the road system due to geological hazards.

1 Versteeg ✓
Anderson
2 Christensen W
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
OCT 29 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): Not available

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 25

DESIGN STANDARDS: Exception

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 10/21/81

FORM 734-1730 (12-78) Page 1

3 · FEATURES	EXISTIN UMBER AND WIDTH	PRO SED NUMBER AND WIDTH
TRAVEL LANES	Previous Exty. 1 - 10'	1 - 18'
SHOULDERS	None	— —
MEDIANS	"	——
PARKING LANES	"	— —
SIDEWALKS	"	— —
BIKEWAYS	"	— —
INTERCHANGES	"	— —
OTHER:	"	

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☒	☐	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River	☐	☒	☐	Div. of State Lands	☒	☐	☐
Stream Slick Rock Creek	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☒	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YE	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type ______________________________

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☒	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☐	☒
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	— —
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	— —
CORRIDOR APPROVAL	( )	— —
FIELD SURVEY	(2)	1
PRELIMINARY DESIGN	( )	— —
DESIGN APPROVAL/FINAL EIS	( )	— —
RIGHT-OF-WAY DESCRIPTIONS	( )	— —
RIGHT-OF-WAY ACQUISITION	( )	— —
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	____________	[redacted]
	(Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

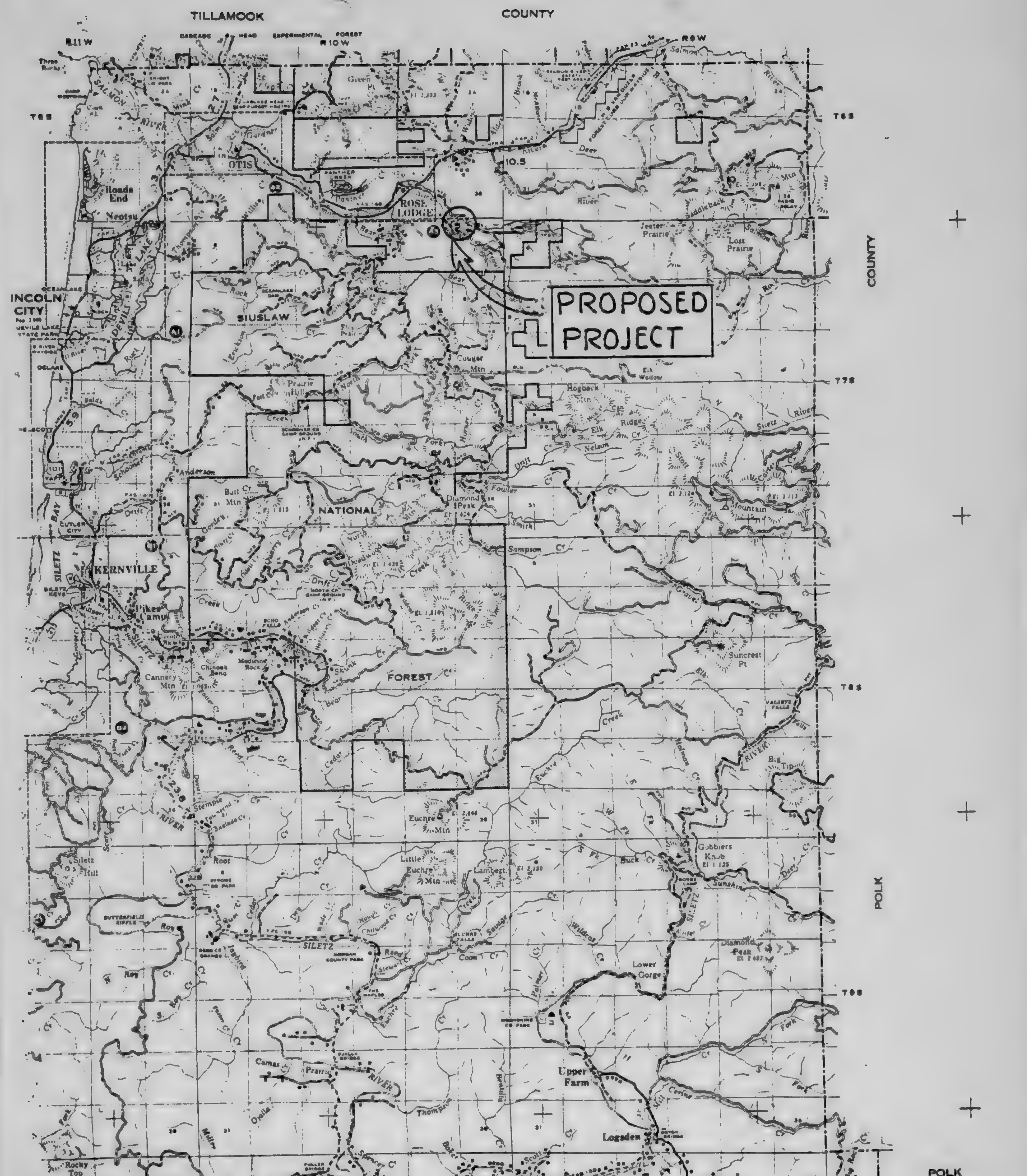
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		13.650
RIGHT OF WAY		
TRAFFIC CONTROL		1,000
ILLUMINATION		
STRUCTURES 20′ x 65′	50,000	60000
RAILROAD		
ROADWAY	10,000	10,000
OTHER Remove existing bridge	2,000	2.600
ENGINEERING & CONTINGENCIES 40% Construction	25,000	25.000
PROJECT TOTAL		112.250

SUBMITTED BY ______________________


TILLAMOOK
COUNTY
CASCADE HEAD EXPERIMENTAL FOREST
R 11 W
R 10 W
R 9 W
T 6 S
T 7 S
T 8 S
T 9 S
PROPOSED PROJECT
COUNTY
POLK
POLK
OTIS
ROSE LODGE
Roads End
Neotsu
LINCOLN CITY
SIUSLAW
NATIONAL
FOREST
KERNVILLE
SILETZ BAY
Pikes Camp
Cannery Mtn
Chinook Bend
Medicine Rock
Jeeter Prairie
Lost Prairie
Saddleback
Cougar Mtn
Hogback Mtn
Elk Ridge
Prairie Hill
Ball Mtn
Diamond Peak
Fountain
Suncrest Pt
Euchre Mtn
Little Euchre Mtn
Gobblers Knob
Diamond Peak
Lower Gorge
Upper Farm
Logsden
Camas Prairie
Rocky Top
SILETZ
Camp Twelve
Siletz Hill
Salmon River
Siletz River
Valsetz Falls
Big Tip

DATE: June 2, 1981

PLA

TO: OREGON TRANSPORTATION COMMISSION

FROM: M. S. Coulter
State Highway Engineer

SUBJECT: Highway Bridge Replacement and Rehabilitation (HBR) Program
OFF-SYSTEM Local Government Projects for FY 1982

On the Consent Calendar for the June 18, 1981 meeting will be a request to add two Off-System structures to the Six-Year Highway Improvement Program. These structures are requested as substitutes for two Off-System HBR projects approved at the January 27, 1981 meeting.

1. Jefferson County requests approval of Irrigation Canal (Bear Drive) Bridge (estimate $135,000, FY 1982) on County Road 549, and cancellation of Irrigation Canal Bridge (estimate $100,000, FY 1982) on County Road 732.

2. Lincoln County requests approval of Slick Rock Creek Bridge (estimate $120,000, FY 1982) on County Road 3004, and cancellation of Drift Creek N. Bridge (estimate $150,000, FY 1982) on Gorton Road.

These requests for substitution are in accordance with our current working agreement with the Association of Oregon Counties and the League of Oregon Cities, and meet all Federal regulations. Total funds required for the substitute projects is $255,000, as compared to $250,000 for those previously approved. No State funds will be needed for construction. The local match will be provided by the Counties.

The projects have been investigated and are eligible for funding under the HBR Program. I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

KEH:pf
bcc: F. B. Klaboe
R. Gormsen
E. S. Hunter
D. H. Moehring
C. T. Keasey
W. J. Hart
D. F. Swan
R. L. Schroeder
R. H. Bothman
D. D. Allen
C. O. Fredrickson
G. Bell

1984 Salem Ditch (Stayton) Bridge 9759
Sec., North Fourth Avenue in Stayton.
(structure)

Oregon Department of Transportation
HIGHWAY DIVISION

9759

HIGHWAY DIVISION INVOICE

		AGENCY 02	CURRENT DOCUMENT NUMBER 144657
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5414	DATE 1/14/87	VENDOR NUMBER 000060202200

City of Stayton
362 N. 3rd Ave.
Stayton, OR 97383

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09759-011	L02	8015			844010	10	$ 751.30
617	C09759-010	L01	8015			844010	10	1,491.99

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

↑ FOLD

DESCRIPTION:

Final Settlement on BROS-2402(2) & (3), Salem Ditch (Stayton) Bridge, Agreement #7940

DESCRIPTION	TOTAL PRICE
Total Preliminary Engineering	$ 13,028.81
Total Construction Cost	69,823.83
Less: Federal Funds	(64,605.20)
Less: City of Stayton Advance Deposit	(15,400.00)
Less: State Share of Nonparticipating Engineering	(604.15)
Amount Due from City of Stayton	$ 2,243.29

GL

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $ 2,243.29

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz 378-6514 or Diane Galida 378-5035 PH.
(INVOICE PREPARER)

734-1150 (11-86)

9759

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 11-28-86

CITY: Stayton AGREEMENT NO: 7940 PROJECT NO: BROS-2402(2), (3)

CONTRACT NO: 9759 SECTION: Salem Ditch (Stayton) Br.

PRELIMINARY ENGINEERING PREFIX 324-1906:

	PARTICIPATING	Non PARTICIPATING
Project Manager	$ 2,895.79	$
Final Design	2,970.31	
Bridge Design	4,109.38	
Location	2.63	
Program Section	177.59	
Specifications	1,495.63	
Administrative Services	27.07	
Environmental	38.26	
Structural Foundation	162.69	
R/W Utility Engineer	58.07	
Surface Design Engineer	84.09	
Hydraulics	1,007.30	
Total P.E. Cost	$ 13,028.81	$ -0-

CONSTRUCTION PREFIX 324-1094 & C09759:

Payment to Contractor	58,893.64	563.00
Interest on Final Payment		324.85
Project Manager	6,001.31	1,208.29
Program Section	55.18	
Materials Lab	2,027.14	
Technical Services	71.04	
Construction Branch	82.47	
Region Office Charges	408.94	
Accounting	187.97	
	$ 67,727.69	$ 2,096.14

SUMMARY:

Total Participating P.E. Cost	$ 13,028.81
Total Participating Construction Cost	67,727.69
Total Participating Cost	$ 80,756.50

FEDERAL FUNDS:

P.E. (80%)	10,423.05	
CONST (80%)	54,182.15	(64,605.20)
SUBTOTAL		$ 16,151.30
Plus Nonparticipating City Cost		2,096.14
Less State Share 1/2 Nonparticipating Project Manager Cost		(604.15)
Less City's Advance Deposit		(15,400.00)
BALANCE DUE FROM CITY		$ 2,243.29

MKS:bkb

9151

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. BROS-2402(3)

VOUCHER PERIOD From: 2/01/84 To: 1/07/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
69,823.83	67,727.69	80%	54,182.15	54,182.15	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ 9/15/86

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted 0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SALEM DITCH (STAYTON) BRIDGE NORTH 4TH AVE., STAYTON MARION COUNTY					
	Construction Type Code Y007 Rigid Frame Culvert (Sta. 2+53.5 to Sta. 2+71.5)					
	Final Contract Payment Summary	Lump Sum			$58,893.64	/
	Construction Engineering					
	State	All Required			$ 8,834.05	
	TOTAL PARTICIPATING PROJECT COST				**$67,727.69**	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 563.00	✓
	Interest on Final Payments	Lump Sum			324.85	✓
	Construction Engineering (State)	All Required			1,208.29	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 2,096.14**	
	TOTAL PROJECT COST				**$69,823.83**	
	Prepared based on Participating cost as shown on the Federal Billing as of 10/02/86.					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                             JUNE 1985        PAGE  352
                                                                                       FISCAL         GRAND TOTAL   ACTIVE YRS
   DESCRIPTION                 PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH         YEAR TO DATE          TO DATE     BEG    END
                               324     1094     920     00 P 1                                            18.12    84     84
                               324     1094     940     00 P 1       16.35               623.90        1,371.90    84     85
                               324     1094     941     00 P 1         .02                 7.66          655.24    84     85
                               324     1094     944     00 P 1                             6.45           71.04    84     85
                               324     1094     945     00 P 1         .31CR              67.53           82.47    84     85
                               324     1094     945     00 N 1         .06CR              14.26           14.26    85     85
                               324     1094     946     00 P 1                                           408.94    84     84
                               324     1094     948     00 P 1                                           187.97    84     84
                               324     1094     950     00 P 1                                           239.60    84     84
                                                TOT        P1     3,184.00            13,716.64       69,090.31
                                                TOT        N1       324.79               936.06          936.06
                                             ** JOB TOTALS **     3,508.79    **      14,652.70   **  70,026.37  **

   BLACKHORSE CREEK BRIDGE    CONT NO 9433 * FA PROJ NOS BROS2503001 100                                          STATE
                               325     1072     201     00 P 1                                        88,302.41    82     82
                               325     1072     295     00 N 9                                        21,320.00    82     82
                               325     1072     296     00 N 9                                       102,558.22CR  82     84
                               325     1072     298     00 N 9                                        81,238.22    82     84
                               325     1072     900     00 P 1                                        10,263.69    82     84
                               325     1072     900     00 N 1                        1,633.85CR          29.35    83     84
                               325     1072     920     00 P 1                                            82.39    82     82
                               325     1072     940     00 P 1                                         1,371.30    82     84
                               325     1072     941     00 P 1                                           754.90    82     83
                               325     1072     944     00 P 1                                           290.37    82     83
                               325     1072     945     00 P 1                                           222.02    82     83
                               325     1072     946     00 P 1                                           156.34    82     82
                               325     1072     948     00 P 1                                           104.35    84     84
                                                TOT        P1                                        101,547.77
                                                TOT        N1                         1,633.85CR          29.35
                                             ** JOB TOTALS **                 **      1,633.85CR** 101,577.12  **

                              CONT NO          FA PROJ NOS                                                        STATE
                               326     1001     296     00 N 9                                        48,000.00    84     84
                               326     1001     297     00 N 9                                        48,000.00CR  84     84
                                             ** JOB TOTALS **                 **                  **               **

   SW PINE-SW MADISON, PTLD   CONT NO 8711 * FA PROJ NOS M    000C004 100                                        STATE
                               326     1003     201     00 P 1                                       652,060.00    78     81
                               326     1003     206     00 N 1                                           349.29    81     81
                               326     1003     295     00 N 9                                        49,565.81    78     83
                               326     1003     296     00 N 9                                       643,712.24CR  78     83
                               326     1003     298     00 N 9                                       594,146.43    78     83
                               326     1003     900     00 P 1                                         1,233.37    78     83
                               326     1003     900     00 N 1                                            50.56    78     78
                               326     1003     900     01 P 1                                         8,000.00    79     79
                               326     1003     900     02 P 1                                           290.69    78     79
```

+ 37.06

2027.14

-237.06

DESCRIPTION	PREFIX		FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	324	1090	921	00	P 1			53.87	83	84
	324	1090	940	00	P 1			301.30	83	84
	324	1090	944	00	P 1		19.60	175.33	83	85
	324	1090	945	00	P 1	2.13CR	472.04	637.44	83	85
	324	1090	948	00	P 1			222.46	84	84
	324	1090	985	00	P 1			59.22	83	84
			TOT		P1	2.88CR	670.91	55,107.00		
			** JOB TOTALS **			2.88CR**	670.91 **	55,107.00 **		
GREENWOOD DR-NE MANBRIN DR	CONT NO 9684		FA PROJ NOS X10 0000055 100 X10 0000055						STATE	
	324	1092	201	00	P 1		1,173.42	401.991.76	83	85
	324	1092	203	00	P 1			750.00CR	84	84
	324	1092	204	00	P 1		14,833.00	5,000.00CR	83	84
	324	1092	210	02	P 1			509.96	84	84
	324	1092	270	01	P 1	117.87	416.26	566.55	84	85
	324	1092	270	03	P 1			3,850.00	84	84
	324	1092	270	04	P 1			386.21	84	84
	324	1092	296	00	N 9		22,703.00CR	476,816.00CR	83	85
	324	1092	297	00	N 9			68,400.00	83	84
	324	1092	298	00	N 9		22,703.00	408,416.00	83	85
	324	1092	900	00	P 1	26.54CR	14,598.60CR	45,780.63	83	85
	324	1092	900	00	P 2		21,108.96	21,108.96	85	85
	324	1092	900	00	N 1			181.00	83	84
	324	1092	911	00	P 1			109.71	83	84
	324	1092	920	00	P 1	.14CR	30.90	107.48	83	85
	324	1092	940	00	P 1		653.00	2,293.30	83	84
	324	1092	941	00	P 1			24.97	83	84
	324	1092	942	00	P 1			22.43	83	84
	324	1092	944	00	P 1	4.80CR	1,062.51	5,563.81	83	85
	324	1092	945	00	P 1	12.87	671.82	872.58	83	85
	324	1092	946	00	P 1			3,218.23	83	84
	324	1092	948	00	P 1			844.51	84	84
	324	1092	950	00	P 1			132.01	84	84
			TOT		P1	99.26	4,242.31	461,524.14		
			TOT		P2		21,108.96	21,108.96		
			TOT		N1			181.00		
			** JOB TOTALS **			99.26 **	25,351.27 **	482,814.10 **		
SALEM DITCH (STAYTON) BR	CONT NO 9759		FA PROJ NOS BROS2402003 100						STATE	
	324	1094	201	00	P 1	188.30	11,495.16	58,8[illegible]3.64 ✓	84	85
	324	1094	201	00	N 1		563.00	563.00 ✓	84	84
	324	1094	204	05	P 1	2,963.42	2,369.92		84	85
	324	1094	206	00	N 1	324.85	324.35	324.85	85	85
	324	1094	2[illegible]	00	N 9	38.82CR	9,790.23CR	52,725.05CR	84	85
	324	[illegible]94	[illegible]8	00	N 9	38.82	9,790.23	52,725.05	84	85
	324	1[illegible]94	[illegible]00	00	P 1	16.22	853.98CR	7,161.39 -1108.5	84	85
	324	10[illegible]4	900	00	N 1		33.95	33.35 ✓	85	85

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 10/29/86 22:19

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-2400-004									
F03768									
AGREEMENT TOTALS	126,891.79	78,235.00	122,638.77	80.00	78,235.00	98,111.02	19,876.02	B	.00
FED PROJ TOTALS	126,891.79	78,235.00	122,638.77		78,235.00	98,111.02	19,876.02	B	.00
FEDERAL PROJECT: BROS-2402-003									
F02147									
C09759 -000	37.06	1.21	37.06						
C09759 -010	2,096.14	.00	.00						
C09759 -011	67,690.63	54,180.94	67,690.63						
AGREEMENT TOTALS	69,823.83	54,182.15	67,727.69	80.00	54,182.15	54,182.15	.00		.00
FED PROJ TOTALS	69,823.83	54,182.15	67,727.69		54,182.15	54,182.15	.00		.00
FEDERAL PROJECT: BROS-2403-002									
F02205									
C3241997-011	3,759.19	3,007.35	3,759.19						
AGREEMENT TOTALS	3,759.19	3,007.35	3,759.19	80.00	3,007.35	3,007.35	.00		.00
F02612									
C4241910-011	14,212.10	14,212.10	14,212.10						
AGREEMENT TOTALS	14,212.10	14,212.10	14,212.10	100.00	14,212.10	14,212.10	.00		.00
FED PROJ TOTALS	17,971.29	17,219.45	17,971.29		17,219.45	17,219.45	.00		.00
FEDERAL PROJECT: BROS-2403-003									
F02213									
C3242533-000	8.34	.28	8.34						
C3242533-011	187.39	156.30	187.39						
AGREEMENT TOTALS	195.73	156.58	195.73	80.00	500.00	156.58	.00		.00
F02621									
C4242501-000	46.86	1.32	46.86						
C4242501-011	1,124.55	935.81	1,124.55						

9759

STATE COPY 9759

N

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. x 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 10/14/85	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-2402(3)
COMPLETION DATE (Actual) 7/13/84	ACCEPTANCE DATE BY CONRTACT AGENCY 5/24/85	TIME ELAPSED 100 %	CONTRACT TIME 7/31/84

LOCATION

Salem Ditch (Stayton) Br. Sect. of N. 4th Avenue in Stayton

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 21 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

dy
1/23

1. Description of Improvement as Programed:

   A. Construction of Bridge No. 16644 over the Salem Ditch. Length: 18 feet. Roadway width: 40 feet. Sidewalk width 4 feet each side.

   B. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Kniesteadt & Sons

3. Contract Amount: $57,142.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE [illegible]	
TITLE Area Engineer	DATE JAN 15 1986	TITLE Field Operations Engineer	DATE JAN 17 1986

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9759

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-53		State Oregon
PROJECT REPORT NUMBER		County Marion
MODIFICATION NUMBER 1		Project Number BROS-2402(3)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 1984 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 66,000.00	$ 68,637.00
Federal funds	$ 52,800.00	$ 54,909.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of OCT, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

RECEIVED
OCT 14 1985
Federal Aid Unit

Form PR-2A

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 18, 1985

FEDERAL AID PROJECT NO. BROS-2402(3)

Salem Ditch (Stayton) Bridge
North 4th Avenue (Stayton)
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
Rigid Frame Culvert (Sta. 2+53.50 to sta. 2+71.5)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Aggregate Base	$ 12.00	150	$1,800.00	154.63	$1,855.56
Asphalt Concrete Class C	44.00	61	2,684.00	90.12	3,965.28
Concrete Walks	6.00	47	282.00	57	342.00
Construct Expansion Joints (P.A. #2A)				100%	162.00
Class 50 Riprap (P.A. #2B)	20.00			24.2	484.00
			$4,766.00		$6,808.84

Increase	$ 2,042.84
Subtotal as on Estimate of March 22, 1984	57,642.00
Subtotal	$59,684.84
Engineering	8,952.16
Total	$68,637.00

Federal Funds (80%)	$54,909.00
City Funds	13,728.00
TOTAL	$68,637.00

Group 1: 100%
Contract No. 9759
Prefix: 324-1906; C09759

RLC:me

7757

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-208	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-26 84	State Oregon County Marion Project No. BROS-2402(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Salem Ditch (Stayton) Bridge #16644

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-1-84	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 66,000.00	$ 52,800.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
~~For~~ Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator MAR 26 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. Files

Oregon State Highway Division
Salem, Oregon March 22, 1984

Federal-Aid Project No. BROS-2402(3)

Salem Ditch (Stayton) Bridge
North 4th Ave., Stayton
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code Y007
Rigid Frame Culvert (Sta. 2+53.5to Sta. 2+71.5)

Mobilization		All Required		$	5,500.00
Removal of Structures and Obstructions		All Required			3,000.00
Earthwork		All Required			1,500.00
Aggregate Base	150	Ton	12.00		1,800.00
Asphalt Concrete, Class "C"	61	Ton	44.00		2,684.00
12-inch Sewer Pipe	18	Lin. Ft.	13.00		234.00
Concrete Inlets, Type G-2	2	Each	370.00		740.00
Concrete Walks	47	Sq. Yd.	6.00		282.00
Concrete Curbs	104	Lin. Ft.	3.00		312.00
ALTERNATE "A"					
Shoring and Cribbing		All Required		$	500.00
Structure Excavation	150	Cu. Yd.	10.00		1,500.00
Structural Concrete, Class 3300 (86 Cu. Yd.)		All Required			18,000.00
4'x15'/20' Prestressed Slabs	12	Each	1,000.00		12,000.00
Reinforcement (9,300 Lbs.)		All Required			4,650.00
Three Tube Steel Railing	74	Lin. Ft.	60.00		4,440.00
				$	57,142.00
Anticipated Items					
Roadside Seeding and Mulching		All Required		$	500.00
			Subtotal Alt. "A"	$	57,642.00
			(14 1/2%) Engineering		8,358.00
			Total	$	66,000.00

Length of Project		0.00 mi.
Federal Funds (80%)	$	52,800.00
City Funds		13,200.00
Total Cost	$	66,000.00

Group 1 100%
Contract No. 9759
Prefix: 324-1906
Prefix: 324-1094

RDS:bkb

97-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 7, 1985

Contractors Bonding and Insurance Co.
1213 Valley Street
Seattle, WA 98109

IN REPLY REFER TO
FILE NO.:
CON 5
#9759

Gentlemen or Ladies:

Contract No. 9759 awarded to Kniesteadt & Sons for the Salem Ditch (Stayton) Bridge on North Fourth Avenue in Marion County was completed on October 19, 1984, and accepted by the State Highway Division on May 24, 1985.

Final payment in the amount of $3,151.72 will be released to the contractor after June 12, 1985. The total contract amount is $59,456.64 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Kniesteadt & Sons
121 West 10th Street
The Dalles, OR 97058

✓Contractors Bonding & Insurance Co.
PO Box 12053
Portland, OR 97212

RECEIVED
JUN 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

6-11-85
This letter appears to be informational only. If we, as the surety, need to authorize release, please state so.
Lessie
attorney-in-FACT

9759

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: May 24, 1985

FROM: C.O. Fredrickson
for W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9759, On Site Work Substantially Completed July 13, 1984

All Work Completed October 19, 1984

Project Salem Ditch (Stayton) Br.

Highway North 4th Ave.

County Marion

Type of Work Structure

Contractor Kniesteadt & Sons

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

June 7, 1985 - Letter written to surety.

noted
RGormsen

RECEIVED
JUN 05 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSP

81-125-1387

Contains Recycled Materials

9 1 1

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Salem Ditch (Stayton) Bridge

WEEK ENDING: October 27, 1984

SECTION PREFIX: 324-1094

HIGHWAY: North 4th Avenue

COUNTY: Marion

NAME OF JOB: Salem Ditch (Stayton) Bridge

KIND OF WORK: Structure

CONTRACTOR: Kniesteadt and Son

CONTRACT NUMBER: 9759

FEDERAL AID PROJECT NUMBER: BROS-2402 (3)

DATE OF CONTRACT: March 13, 1984

DATE WORK STARTED: March 21, 1984

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

SUPERVISION.

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: July 31, 1984

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 66,000.00

EXCLUSIVE OF ENGINEERING: $ 60,235.89

ENGINEERING AUTHORIZATION $ 5,764.20

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 59,268.34

ENGINEERING COST TO DATE: $ 9,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 165 %

DATE PROJECT WAS COMPLETED: July 13, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

F
RECEIVED
[illegible]
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Third notification has been issued.

for SIGNED LOCATION Albany

J.M. Martin, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9759

Mike Shultz

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 18, 1985

FEDERAL AID PROJECT NO. BROS-2402(3)

Salem Ditch (Stayton) Bridge
North 4th Avenue (Stayton)
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
Rigid Frame Culvert (Sta. 2+53.50 to sta. 2+71.5)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Aggregate Base	$ 12.00	150	$1,800.00	154.63	$1,855.56
Asphalt Concrete Class C	44.00	61	2,684.00	90.12	3,965.28
Concrete Walks	6.00	47	282.00	57	342.00
Construct Expansion Joints (P.A. #2A)				100%	162.00
Class 50 Riprap (P.A. #2B)	20.00			24.2	484.00
			$4,766.00		$6,808.84

Increase	$ 2,042.84
Subtotal as on Estimate of March 22, 1984	57,642.00
Subtotal	$59,684.84
Engineering	8,952.16
Total	$68,637.00

Federal Funds (80%)	$54,909.00 ✓
City Funds	13,728.00
TOTAL	$68,637.00

Group 1: 100%
Contract No. 9759
Prefix: 324-1906; C09759

RLC:me

ORIGINAL 9759

324-1906

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

[illegible]

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** BROS-2402(2)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 9/7/83 To: 1/31/84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$13,028.81	$13,028.81	80%	$10,423.05	$10,423.05	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY ______________________ *State Highway Agency*

By ______________________ *Authorized Officer* ____________ *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ____________

Amount Approved $ ____________

SIGN ORIGINAL COPY ______________________

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	SALEM DITCH (4th AVENUE) BRIDGE (STAYTON) CITY ST. IN MARION COUNTY					
	Preliminary Engineering Type Code PE					
	State	All Required			$13,028.81	
	Total Participating Project Cost				$13,028.81	
	Prepared based on Participating cost as shown on this Federal Billing as of 6/28/84.					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        AUGUST 1984         PAGE  810

                                                                                   FISCAL           GRAND TOTAL
   DESCRIPTION                    PREFIX  FUNCTION SUB F. GP  CURRENT MONTH     YEAR TO DATE          TO DATE
                          324     1905      901      00 P 1       2,051.14          2,779.40         56,881.97
                          324     1905      901      00 N 1       1,128.32          1,128.32          1,201.12
                          324     1905      901      01 P 1                                              2.68
                          324     1905      902      00 P 1         460.03          1,061.59          3,758.87
                          324     1905      904      00 P 1                                             10.80
                          324     1905      905      00 P 1                                              4.25
                          324     1905      906      00 P 1                                              8.40
                          324     1905      907      00 P 1         523.53          2,510.60          6,411.43
                          324     1905      910      00 P 1                                          1,458.31
                          324     1905      911      00 P 1          46.98             46.98            290.08
                          324     1905      912      00 P 1          57.10            401.63          8,761.97
                          324     1905      916      00 P 1                                         20,771.14
                          324     1905      918      00 P 1                           147.30          1,610.15
                          324     1905      920      00 P 1                                             20.84
                          324     1905      921      00 P 1                                              3.60
                          324     1905      923      00 P 1      21,605.95         42,388.28         99,602.80
                          324     1905      923      00 N 1                                             19.00
                          324     1905      933      00 P 1          76.50             76.50             76.50
                          324     1905      935      00 P 1                                              4.20
                          324     1905      937      00 P 1       1,009.34          1,691.79          6,000.34
                          324     1905      938      00 P 1                                             70.69
                          324     1905      949      00 P 1         706.09          1,374.34         38,737.94
                          324     1905      950      00 P 1         358.07          1,219.05          4,207.92
                          324     1905      955      00 P 1                                          1,742.57
                          324     1905      980      00 P 1                            64.63            128.78
                                            TOT         P1       26,894.77         53,722.09        250,566.23
                                            TOT         N1        1,128.32          1,128.32          1,220.12
                                         ** JOB TOTALS **        28,023.05  **     54,850.41  **    251,786.35  **

SALEM DITCH (STAYTON) BR     CONT NO        FA PROJ NOS BPOS2402002 100                                             STATE
~~                        324     1906      296      00 N 9       1,623.05CR        1,623.05CR       10,423.05CR~~
~~                        324     1906      298      00 N 9       1,623.05          1,623.05         10,423.05~~
                          324     1906      901      00 P 1           1.78CR            1.78CR        2,895.79
                          324     1906      905      00 P 1           2.64              2.64          2,970.31
                          324     1906      906      00 P 1           3.61              3.61          4,109.38
                          324     1906      918      00 P 1                                              2.67
                          324     1906      920      00 P 1            .16               .16            177.59
                          324     1906      921      00 P 1            .84               .84          1,495.63
                          324     1906      922      00 P 1            .01               .01             27.07
                          324     1906      923      00 P 1            .03               .03             38.26
                          324     1906      926      00 P 1            .15               .15            162.69
                          324     1906      932      00 P 1            .05               .05             58.07
                          324     1906      933      00 P 1            .08               .08             54.09
                          324     1906      937      00 P 1            .78               .78          1,007.30
                                            TOT         P1            6.57              6.57         13,028.81
                                         ** JOB TOTALS **             6.57  **          6.57  **     13,028.81  **

PINE ST NE-DIVISION ST NE    CONT NO        FA PROJ NOS X10 1705010 100                                             STATE
                          324     1907      918      00 P 1           4.10              4.10              4.10
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001
BILLING NUMBER 11

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/20/84

PREFIX	GRP FI	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
324-1905	1	X10 -1540-001 APPR-680	735,460.00	251,786.35	250,566.23	85.00	212,981.30	196,132.91		17,848.39
324-1906	10	RROS-2402-002 APPR-114	10,423.06	13,028.81	13,028.81	80.00	10,423.06	10,423.06		
324-1907	1	X10 -1705-010 APPR-178	16,150.00	4.10	4.10	85.00	3.49			3.49
324-1908	10	RRS -1724-001 APPR-138	638.33	706.68	706.68	90.00	636.01	638.33	2.32-D	
324-1912	18	RRP -1725-003 APPR-139	99.95	111.06	111.06	90.00	99.95	99.95		
324-1915	1	M -5262-001 APPR-W32	44,608.00	49,839.14	49,759.79	85.80	42,693.90	42,693.90		
324-1919	18	RROO-000S-012 APPR-686	982.68	1,138.95	1,091.87	90.00	982.68	982.68		
324-1920	10	RROO-000S-011 APPR-686	1,905.59	2,379.26	2,117.32	90.00	1,905.59	1,905.59		
324-1922	10	RROO-000S-025 APPR-686	1,449.18	1,610.20	1,610.20	90.00	1,449.18	1,449.18		
324-1923	10	RROO-000S-027 APPR-686	1,200.48	1,333.87	1,333.87	90.00	1,200.48	1,200.48		
324-1925	10	M -1705-001 APPR-W32	282,078.66	329,273.02	328,763.01	85.80	282,078.66	282,078.66		
324-1927	18	RRP -000S-012 APPR-139	1,026.41	1,140.46	1,140.46	90.00	1,026.41	1,026.41		
324-1928	18	RRP -000S-012 APPR-139	1,707.67	1,897.41	1,897.41	90.00	1,707.67	1,707.67		
324-1929	18	RRP -000S-012 APPR-139	1,085.89	1,206.54	1,206.54	90.00	1,085.89	1,085.89		
324-1931	10	BWM -1575-001 APPR-W32				85.80				
	88	BWM -1575-001 APPR-W32	3,920.89	4,569.80	4,569.80	85.80	3,920.89	3,920.89		
324-1931		PREFIX TOTALS	3,920.89	4,569.80	4,569.80		3,920.89	3,920.89		
324-1932	10	BWM -1520-001 APPR-W32				85.80				
	88	BWM -1520-001 APPR-W32	5,118.29	5,965.37	5,965.37	85.80	5,118.29	5,118.29		
324-1932		PREFIX TOTALS	5,118.29	5,965.37	5,965.37		5,118.29	5,118.29		
324-1933	1	BWM -1617-001 APPR-W32	7,722.00	7,134.40	7,134.40	85.80	6,121.32	6,121.32		
324-1934	1	BWM -1620-001 APPR-W32	4,890.00	3,066.09	3,066.09	85.80	2,621.27	2,468.30		152.97
324-1935	18	M -1640-001 APPR-W32	6,859.21	7,679.14	7,997.21	85.77	6,859.21	6,859.21		
324-1936	1	BWM -1685-002 APPR-W32	6,520.00	3,297.24	3,518.65	85.80	3,019.00	3,019.00		
324-1938	10	M -1636-001 APPR-W32	17,643.37	19,675.18	20,570.56	85.77	17,643.37	17,643.37		
324-1939	10	SOS -2403-001 APPR-680	2,681.73	3,126.71	3,126.71	85.77	2,681.78	2,681.78		

9759 Zehner

Oregon State Highway Division
Salem, Oregon March 22, 1984

Federal-Aid Project No. BROS-2402(3)

Salem Ditch (Stayton) Bridge
North 4th Ave., Stayton
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code Y007
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Concrete Inlets, Type G-2	2	Each	370.00		740.00
Concrete Walks	47	Sq. Yd.	6.00		282.00
Concrete Curbs	104	Lin. Ft.	3.00		312.00
ALTERNATE "A"					
Shoring and Cribbing		All Required		$	500.00
Structure Excavation	150	Cu. Yd.	10.00		1,500.00
Structural Concrete, Class 3300 (86 Cu. Yd.)		All Required			18,000.00
4'x15'/20' Prestressed Slabs	12	Each	1,000.00		12,000.00
Reinforcement (9,300 Lbs.)		All Required			4,650.00
Three Tube Steel Railing	74	Lin. Ft.	60.00		4,440.00
				$	57,142.00
Anticipated Items					
Roadside Seeding and Mulching		All Required		$	500.00
			Subtotal Alt. "A"	$	57,642.00
			(14 1/2%) Engineering		8,358.00
			Total	$	66,000.00
Length of Project					0.00 mi.
Federal Funds (80%)				$	52,800.00
City Funds					13,200.00
Total Cost				$	66,000.00

Group 1 100%
Contract No. 9759
Prefix: 324-1906
Prefix: 324-1094

RDS:bkb

9759

February 23, 1984

PRJ-ACC

George Hall
City Engineer
362 N. Third Avenue
Stayton, OR 97383

Dear Mr. Hall:

On February 23, 1984 the Highway Division received a satisfactory bid from Kniesteact & Sons, 121 West 10th Street, The Dalles, OR 97058, for the construction of the Salem Ditch (Stayton) Br. This is a Highway Bridge Replacement (HBR) Project No. BRUS-2403(3). Based upon the contractor's bid the County's advance deposit will be:

Contractor's Bid		$57,142.00
Anticipated Items		500.00
SUBTOTAL		$57,642.00
Contingencies (4 1/2%)		2,593.89
Engineering (10%)		5,764.20
TOTAL EST. COST		$66,000.09
Less 80% Federal Funds		(52,800.07)
CITY SHARE (CONST.)	*	$13,200.02
Total P.E. Cost		$11,000.00
Less 80% Federal Funds		(8,800.00)
CITY SHARE (P.E.)	*	$ 2,200.00
CITY'S ADVANCE DEPOSIT	*	$15,400

We will award the contract when we receive your advance deposit in the amount of $15,400, which should arrive not later than March 16, 1984. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Program Section

Rec'd A.D. 15,400 3/13/84
MKS

MKS:pf
Attachments

bcc w/AD #84-15: Phil Stearns, Region 2
Vern Skoog-Please return completed AD #84-15 when advance deposit is received.

CON 19-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2402(3) Salem Ditch

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30171

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/1/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Salem Ditch (Stayton) Bridge #16644 Section

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in mr. Potter's letter of 1/30/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $109,000 Federal Funds $87,200 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedures will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 1/19/84 that provisions of FHPM 7-5-1 have been complied with.

orig 2/8 ke

RECEIVED
STATE HWY ENGR
FEB 7 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 2/1/84

15. SIGNATURE OF APPROVING OFFICIAL F.K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROUTING SLIP

Date 1-24-84

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Aeronautics Div.
Bridge
Commission Services
Communications (Radio)
Construction
Employee Development
Environmental
Equipment Shop & Storeroom
Finance (DOT)
FHWA
General Files
Information Center
Information Systems Br.
Labor Relations

Landscape
Legal
Library
Location
Mailroom
Maintenance
Materials
Motor Vehicles Div.
Parks & Recreation Div.
Permits & Weighmasters
Personnel Operations
Personnel Services Br.
Photocopy
Planning (Highway)
Policy & Planning (DOT)
[✓ Program Section]
Public Affairs
Public Transit Div.
Records Management

Right of Way
Road Design
Safety & Health
Service Center
Sign Shop
State Highway Engineer
Technical Services
Traffic Signal Unit
Traffic
Travel Information
Utilities

Metro Region

Region No. ______

District No. ______

Project Mgr. ______

Attention LPU

From Reg 2

Comments: Please note and forward to Bridge.

731-0022 (Rev. 4-83)

Forwarded to Bridge
1-26-84 RED.

VICINITY MAP

GENERAL NOTES

All material and workmanship shall conform to the Standard Specifications for Highway Construction of Oregon State Highway Division.

Bridge designed for an allowance of 25 p.s.f. for future wearing surface and 25 p.s.f. present wearing surface.

Prestressing steel shall be in accordance with detail plans.

All other reinforcing steel shall conform to A.S.T.M. Specification A615, (51) Grade 60 (fs=24,000 p.s.i.).

The following splice lengths shall be used:

Bar Size	Splice Length	Bar Size	Splice Length
3	1'-0"	8	3'-7"
4	1'-4"	9	4'-7"
5	1'-8"	10	5'-9"
6	2'-0"	11	7'-1"
7	2'-9"		

All bars shall be placed 2" clear of nearest face concrete unless shown otherwise.

Reinforcing steel for walls shall not be fabricated until final footing elevations have been determined in the field.

Concrete in precast prestressed units shall be as shown on detail plans (Class 5000-1").

All other concrete shall be Class 3300-1½" (fc=1320 p.s.i.).

Backfill end bents simultaneously after slabs and shear lugs are in place.

ADVANCE PLANS
JAN 6 1984
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

Ellis Vandehey
adm.

PRECAST PRESTR. CONC. SLAB ALTERNATE

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

SALEM DITCH (STAYTON)
BRIDGE

4TH AVE
MARION COUNTY

PLAN and ELEVATION

APPROVED: ______ P.E.
BRIDGE ENGINEER
______ P.E.
ASST. STATE HIGHWAY ENGINEER

DESIGNED R.E.A.
DRAWN T.H.
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

ACCOMPANIED BY DWGS. 39018, 35290 & 35269.

DATE Nov. 1983
BRIDGE NO. 16644
SHEET ___ OF ___
DRAWING NO. 39017

7759

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 12, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30171
Project No. BROS-2402(3)
Salem Ditch (Stayton) Br. Sec.
City Street (Stayton)
Marion County

Attached data consists of PR-1 form with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on February 23, 1984.

DRH:bkb
Attachments

cc: C.O. Fredrickson (Region 2)
H. Reynoldson w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval

FORM PR-1 (REV. 4-61)

U.S. DEPART
BUREAU

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

1-12-84

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) City St., 4th Ave. (Stayton)	ADT	PRESENT 500	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STAT CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Culvert	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BROS-	NUMBER 2402	SEQ. NO. (3)

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement (Mandatory 15% Off-System)	COUNTY NAME Marion				CODE 047
	NAME OF URBAN AREA ---	ROUTE NO. N	FEDERAL-AID Non	STATE City St.	U.S. ----	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (City)
5					PE							
5					ROW							
5					CONST (CODE) Y007		"Salem Ditch (Stayton) Br. Sec."	0.006	109,000	87,200		21,800
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.006	109,000	87,200		21,800

1	14	PROGRAM APPROVAL DATES 8-29-83 10-01-83	REMARKS Additional Data: Item No. 30171; No. BROS-2402(2

324-1906

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

1-12-84

ON NO.

W.O.

ER	PROJECT LOCATION (45 typewriter spaces) City St., 4th Ave. (Stayton)	ADT	PRESENT 500	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 117	ITEM NO. 30171

F PROPOSED WORK (35 typewriter vert	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BROS-	NUMBER 2402	SEQ. NO. (3)

I. Projects Only: POST NO. | DESIG.

ERAL FUNDS
Bridge Replacement (Mandatory 15% Off-System)

AN AREA

COUNTY NAME: Marion — CODE 047

ROUTE NO. N — FEDERAL-AID: Non — STATE: City St. — U.S.: ----

PROGRAM STAGE ☐ 1 OR ☐ 2

CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
		PE								
		ROW								
		CONST (CODE) Y007		"Salem Ditch (Stayton) Br. Sec."	0.006	109,000	87,200		21,800	
EPARED BY		DRH		PROJECT TOTALS	0.006	109,000	87,200		21,800	

OGRAM APPROVAL DATES
8-29-83
10-01-83

REMARKS
Additional Data: Item No. 30171; Project No. BROS-2402(2).

-over

USCOMM DUSCOMM-DC 48905-P61

Salem Ditch (Stayton) Br. Sec.

Remarks Continued:

Project Data: Work consists of 1) construct one reinforced concrete rigid frame culvert, length 18 ft. with 40 ft. roadway providing two 12-ft. lanes with 8 ft. shoulders; 2) remove existing bridge; 3) adjust utilities as required; and 4) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-City Agreement No. 7940 complying with Section 116, Title 23 USC and paragraph 6d (1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed September 26, 1983.

Note: 1) This project is in Congressional District No. 5.
      2) This structure has a sufficiency rating of 28.9.

7759

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

1-9-84

Highway # 2024
Marion Co.

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BROS-2402(2) Prefix 324-1906

Project Name Salem Ditch (Stayton) Br. #47C96

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JAN 13 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Stayton, Oregon, this 9th day of January, 1984

City of Stayton, Oregon

Mayor

City ~~Recorder~~ administrator

Certified By: Douglas J. Leith
Regional Right-of-Way Supervisor
Date 1-9-84

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

9759

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Region II Engineer

DATE: January 6, 1984 DES 23
16644

ORIGINAL SIGNED
J.M. TINDALL

FROM: John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT: Salem Ditch (Stayton) Bridge
Salem Ditch (Stayton) Bridge Section
North Fourth Avenue
Marion County
BR 16644

Attached are four reduced prints of Drawings 39017-39020 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 20,000
Structures	72,000
Engineering & Contingencies	18,000
TOTAL	$110,000

It is planned to call for bids on this section on February 23, 1984. Please use these prints to obtain the approval of the City of Stayton and to make a field review. Return one set as soon as possible with the appropriate approval and one set with your comments and/or corrections noted.

JMT:jrb

Attachments

cc: George Hall, City of Stayton /w/ 2
H. A. Schell, FHWA /w/ 2 and 2 copies of the foundation and hydraulic reports
Specifications /w/ 1 plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1
Utilities /w/ 1
Project Management /w/ 1
Engineering /w/ 1
Jack Martin, Project Manager /w/ 1

PROGRAM SECTION
MANAGER ______ PROJECT UNIT JG ✓
JAN 0 9 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO LPU
FOR ______

81-125-1387

9759

INDEX OF SHEETS

SHEET NO.	DESCRIPTION	
1	*Title Sheet*	DONALD R. ADAMS JULY 9, 1962
2	*Typical Sections*	
3	*Plan & Profile*	

Temporary Protection & Direction of Traffic written in Special Provisions.

STATE OF OR

DEPARTMENT OF TRA

STATE HIGHWAY

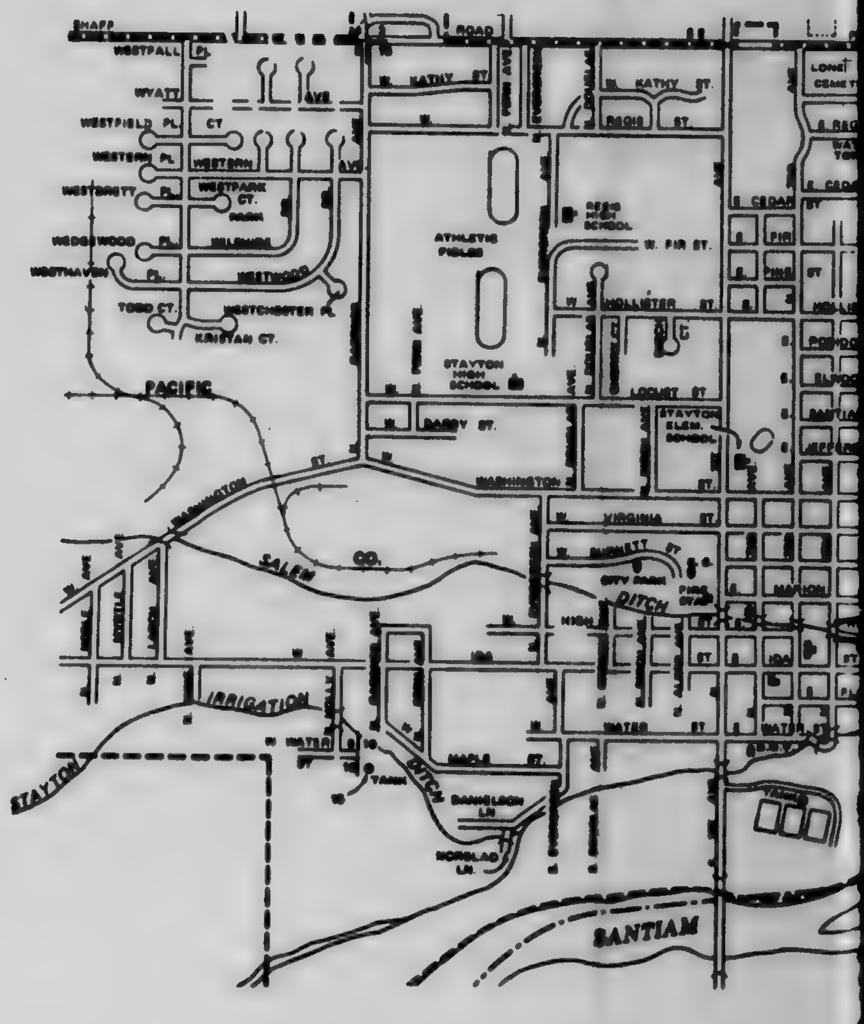
PLANS FOR PROPOSED

SALEM DITCH (STAYT

N. 4TH AVEN

MARION COUNT

PRELIMINARY COPY
SUBJECT TO CHANGE


SHAFF ROAD
WESTFALL PL.
WYATT AVE
WESTFIELD PL.
CT
WESTERN PL.
WESTERN AVE
WESTPARK CT.
WESTBRETT PL.
WEDGEWOOD PL.
WESTHAVEN PL.
WESTWOOD
TODD CT.
WESTCHESTER PL.
KRISTAN CT.
W. KATHY ST.
FERN AVE
W. KATHY ST.
REGIS ST.
LONE CEMETERY
ATHLETIC FIELDS
REGIS HIGH SCHOOL
W. FIR ST.
E. CEDAR ST
FIR
PINE
W. HOLLISTER ST.
STAYTON HIGH SCHOOL
LOCUST ST
STAYTON ELEM. SCHOOL
W. DARBY ST.
PACIFIC
WASHINGTON ST
WASHINGTON
W. VIRGINIA ST
W. BURNETT ST
CITY PARK
FIRE STA.
MARION
SALEM
CO.
DITCH
HIGH
IDA
IRRIGATION
W. WATER ST
WATER ST
MAPLE ST.
TANK
DANIELSON LN.
NORSLAG LN.
STAYTON
SANTIAM

Stayton

Sketch Map

Scale 0 800 1600 Feet

RECEIVED DEC 14 1983

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

S FOR PROPOSED PROJECT

PRELIMINARY COPY
DEC 9 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

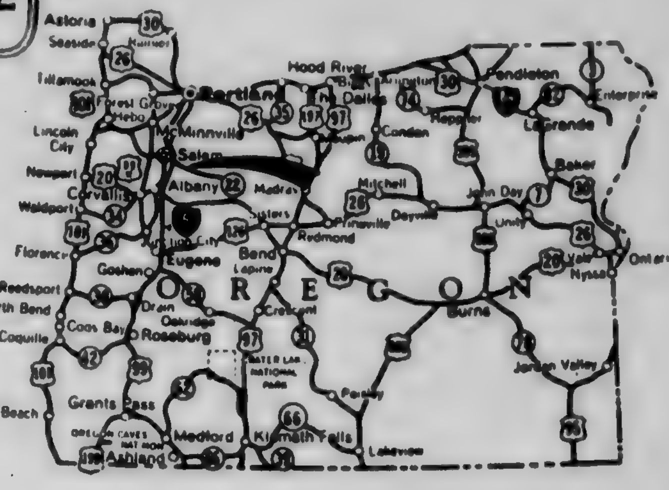
SALEM DITCH (STAYTON) BR. SEC. N. 4TH AVENUE MARION COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR -OS

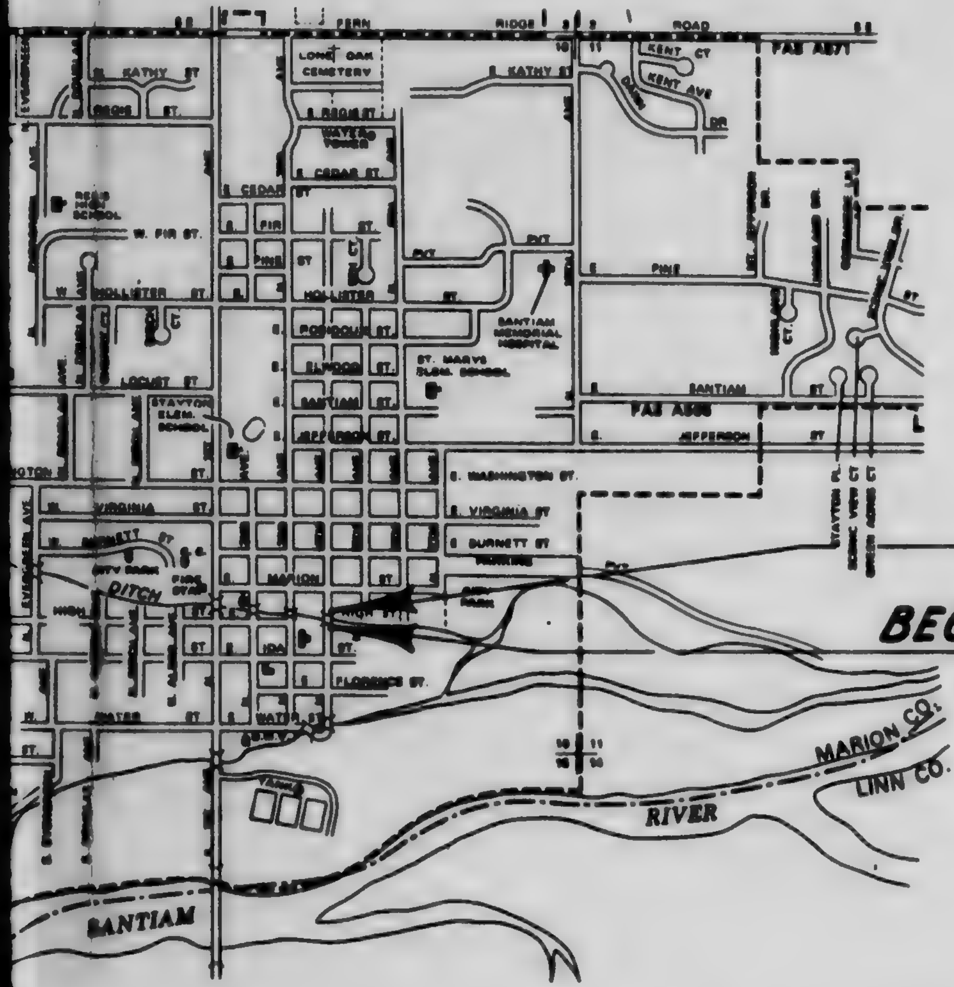
H (STAYTON) BR. SEC.

N. 4TH AVENUE

MARION COUNTY



Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
La Grande
McMinnville
Salem
Lincoln City
Newport
Corvallis
Albany
Madras
Waldport
Florence
Eugene
Bend
Redmond
Prineville
Mitchell
John Day
Baker
Ontario
Heppner
Condon
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Crescent
Burns
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
O R E G O N



FERN RIDGE ROAD
KATHY ST
LONE OAK CEMETERY
KENT CT
KENT AVE
FAS A871
REGIS ST
REGIS HIGH SCHOOL
WATER TOWER
CEDAR ST
W. FIR ST.
FIR
PINE
HOLLISTER ST
LOCUST ST
SANTIAM MEMORIAL HOSPITAL
ST. MARYS ELEM. SCHOOL
STAYTON ELEM. SCHOOL
SANTIAM
FAS A856
JEFFERSON ST
WASHINGTON ST.
VIRGINIA ST
BURNETT ST
MARION
CITY PARK
DITCH
HIGH ST
IDA
FLORENCE ST.
WATER ST
MARION CO.
LINN CO.
RIVER
SANTIAM

N

T9S.R.1W.

END OF PROJECT
Sta. 2+78.5

BEGINNING OF PROJECT
Sta. 2+46.5

APPROVED 12/19/83
DATE

Henry A. Porter
MAYOR

~~CITY RECORDER~~ administrator

H. S. COULTER
EDGAR S. HUNTER

H. S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

Feet

17-7

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: F I L E S

DATE: November 7, 1983

FROM: Natsuko Kibe
Natsuko Kibe
Hydraulic Specialist

SUBJECT: Salem Ditch (Stayton) Bridge
4th Street
Marion County

The proposed project will replace a 24-foot long, single-span timber bridge whose beams have been damaged.

HYDROLOGY

The Salem Ditch is a diversion canal from the North Santiam River and is owned by Boise Cascade. The flow in the ditch is controlled by a diversion structure. The diverted water is used by Boise Cascade and for irrigation.

Stream gage station, number 14183500, on the ditch in Stayton provided flow records since 1925, but not continuously. The maximum flow was recorded on September 1, 1938 and was 284 cfs, according to unpublished records from Water Rerources Department. In the recent years of records, 1962 to current, the peak flow has been 198 cfs, recorded in 1962.

HYDRAULIC DESIGN

The stream gage records showed that the flow has not been as much as it was in the past. According to Mr. Carson Poe of Boise Cascade, no change in the amount of flow is anticipated in the near future. Therefore, a design flow of 200 cfs was chosen.

A few structures are possible for this site. The three alternatives that were analyzed are an 18-foot long bridge, a double 8'x6' reinforced concrete box culvert and two 8'-7"x5'-11" pipe-arches. The bridge requires a waterway area of 49 square feet normal to the stream and below the normal depth elevation of 447.4 feet. Assuming vertical abutments for the structure, less than 0.1 feel of backwater is expected at the design flow. For the double 8'x6' RCBC, approximately 0.1 feet of backwater is expected, which corresponds to elevation 447.5 feet. The pipe-arches will create approximately 0.2 feet of backwater which corresponds to elevation 447.6 feet. Mitered inlets were assumed for the pipe-arches. Both the double RCBC and pipe-arches should be laid on a smooth slope which matches the upstream and downstream channel slope. To provide the slope, excavation of deposits at the site may be necessary since the stream profile showed there is a hump in the channel bottom profile at the crossing.

81-125-1387

Contains Recycled Materials

Although the double RCBC or pipe-arches may be sufficient for the flow, the City Engineer, George Hall, prefers a single-span structure since he anticipates some debris problems in the future.

RIPRAP

The bridge abutment toes should be protected by 12 inches of class 50 loose riprap. The inlet and outlet embankment slopes of the pipe-arches should also be protected by 12 inches of class 50 loose riprap to elevation 449.0 feet. Neither of the protections requires a filter blanket.

The double RCBC requires no riprap protection.

NK:ge
Attachments

cc/att Frank Terpin
Walt Hart
Jack Davis
Don Harwell
C. O. Fredrickson
Don Adams
Herb Schell, FHWA

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
[illegible]
MAN. ASST. ______ PROGRAM UNIT ______
REFER TO Don
FOR ______

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR (1938)
Discharge cfs / m^3/s	200			284
Frequency — yrs.	NA	100		NA
H.W. Elevation Natural Channel ft. / m.	447.4			448.0
H.W. Elevation Channel Change ft. / m.				
Average Velocity fps / mps	4.0±			
Headwater Elevation ft. / m.				
Tailwater Elevation ft. / m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 18' long bridge

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Salem Ditch (Stayton) Bridge

4th Street
Marion County

COMPILED BY:	DATE:
Natsuko Kibe	Nov. 7, 1983

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR (1938)
Discharge	cfs m^3/s	200			284
Frequency — yrs.		NA	100		NA
H.W. Elevation Natural Channel	ft. m.				
H.W. Elevation Channel Change	ft. m.				
Average Velocity	fps mps	3.0±			
Headwater Elevation	ft. m.	447.6			448.6
Tailwater Elevation	ft. m.	447.3			447.9

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Two 8'-7"x5'-11" Pipe-arches with mitered inlets

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Salem Ditch (Styton) Bridge

4th Street
Marion County

COMPILED BY:	DATE:
Natsuko Kibe	Nov. 7, 1983

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR (1938)
Discharge cfs	200			284
m^3/s				
Frequency — yrs.	NA	100		NA
H.W. Elevation Natural Channel ft.				
m.				
H.W. Elevation Channel Change ft.				
m.				
Average Velocity fps	2.7 ±			3.6±
mps				
Headwater Elevation ft.	447.5			448.2
m.				
Tailwater Elevation ft.	447.3			447.9
m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Double 8'x6' RCBC

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Salem Ditch (Stayton) Bridge

4th Street
Marion County

COMPILED BY: Natsuko Kibe

DATE: Nov. 7, 1983

9759

NARRATIVE REPORT

SALEM DITCH (Stayton) BR.

October 13, 1983

HISTORY

The purpose of the project is to replace the existing timber structure with a new 30' x 48' concrete structure. The present bridge has one beam that has completely failed and another is severely split. The existing roadway is narrow and the bridge has no walks.

The bridge is located on 4th Street between Ida and Marion Streets. This bridge crosses Salem Ditch, which is a fully controlled private waterway. It is currently owned by Boise Cascade. This street is used by commercial vehicles as a part of the downtown traffic circulation.

No hydraulics study is necessary and no additional right-of-way is anticipated.

The total cost of replacing the bridge is estimated to be $155,000.

HORIZONTAL CONTROL

The right-of-way centerline on 4th Street, as shown on the vicinity map, was established by the city. This line was used for the topography ties, cross-sections, and profiles. The bearing shown on the map was established from a county survey done by Robert Gorman in September of 1977 for Lawrence Spraker. Coordinates were assumed.

VERTICAL CONTROL

Vertical Control is National Geodetic Vertical Datum of 1929. Bench Mark PTS 37 (USGS), line 62A, is located in the City of Stayton on the northwest corner of 1st and Water Streets.

UTILITIES

Along the southwest side there is an abandoned one inch (1") water line 18 feet left of the centerline. At Sta. 2+35 it tee's into an abandoned 3/4 inch water line which crosses under the street. There is also an abandoned eight inch (8") storm drain 18 feet right of the centerline that runs the full length of the southeast side and daylights at the creek. On the northwest side there is a 10 inch storm drain 19 feet from the centerline that daylights at the creek.

There is a two inch (2") gas line that is 16 feet right of the centerline and runs the full length of the project. This line may need to be relocated.

There are overhead power and telephone lines but these should not pose any problems and will not need to be relocated.

RIGHT-OF-WAY

There is no additional right-of-way required.

HYDRAULICS

The Salem Ditch has no apparent hydraulic problems, and because it is a fully controlled waterway it does not require a complete hydraulic study.

CONSTRUCTION

The only roadway work required is 10 feet on both the south and north end of the bridge. This area will be excavated to allow room to construct the bridge.

The 10 feet on both ends will be rebuilt using 12 inch aggregate base with four inch (4") Asphaltic Concrete. This area will also be used to tie the existing pavement into the bridge.

The Typical Section is two 12 foot travel lanes, two 8 foot shoulders, and two 4 foot sidewalks. The new sidewalk and curb will tie into the existing walk and curb on the south side of the structure.

There are no problems anticipated with traffic. The bridge is presently closed to through traffic and will remain so until the new bridge has been constructed.

STRUCTURE

The Bridge Section has designed the structure. It is a reinforced concrete slab span structure that is capable of accommodating the present and future traffic. The bridge consists of two 12 foot travel lanes, two 8 foot shoulders, two 4 foot walks, and two curb mount rails. The total width of the bridge from rail to rail is 51' 2".

MATERIAL SOURCE

The scope of the project precludes offering state-owned material sources. Commercial sources from the local area are possible sources for the small quantities of surfacing materials.

SUGGESTED SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS

REMOVAL OF STRUCTURE & OBSTRUCTIONS

This work includes the complete removal of the existing bridge and abutments and the removal of the old foot bridge abutments. The foot bridge abutments are located 25 feet right of Stations 2+46 and 2+79.

The City of Stayton has a disposal site available for materials removed from the work site.

The steel railing and stringers from the existing bridge are to be salvaged and stockpiled in a location to be designated by the City Engineer.

STRUCTURAL EXCAVATION AND BACKFILL

No separate quantity for this item has been calculated on the attached estimate. Cost for this work has been included in the structure cost estimate and will be separated out by Bridge Design.

Backfill of the bridge ends to subgrade elevation shall be made according to requirements of subsection 251.39 except that subsection 603.32 does not apply.

If additional material is required it shall meet the requirements of subsection 251.13. This material will be furnished by the contractor. No separate measurement or payment will be made for this work.

CLASS "C" ASPHALT CONCRETE

Measurement and payment for this work will be as per subsection 401.83.

Class "C" Asphalt Concrete Commercial Mix should be specified.

Don Thurston

Don Thurston, Region Location Supervisor

September 29, 1983

City of Stayton
City Hall
Stayton, OR 97383

AGR

Attention: Elaine Fisk
Finance Director

MISC. CONTRACTS and
AGREEMENTS No. 7940

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement covering the Salem Ditch (4th Avenue) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment

bc: Don Harwell (agree. att.)

FKN:kjm

9759 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2402(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30171

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/7/83

8. FEDERAL ROUTE NUMBER Non Federal Aid

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
Salem Ditch (4th Avenue) Bridge (Stayton)

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $11,000 - F.F. $8,800
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 8/26/83.

RECEIVED
STATE HWY ENGR
SEP 13 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
9/13

14. DATE 9/7/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75)   PREVIOUS EDITIONS MAY BE USED

7759

Reynoldson

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANS. RTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. N	ROUTE NO. STATE
City St. 4th Ave. (Stayton) "Salem Ditch (4th Ave.) Bridge"	114	30171	BROS-2402(2)	Non	City St.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Marion Code 047

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 3 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 Statewide

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 5.

(2) ____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
___ Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 11,000
FF 80%	$ 8,800
STATE	$ ---
City	$ 2,200

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:

1) Enclosed is an authority for survey and project maps.
2) Included on the approved bridge replacement inventory list with a sufficiency rating of 28.9.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
8-26-83	D.E. SWAN ORIGINAL SIGNED BY D. E. SWAN	PROJECT UNIT ENGINEER

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Fourth Ave Bridge (Stayton)	KEY ID #
	REGION 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH 200 ft

☑ URBAN ☐ RURAL	CITY Stayton	COUNTY Marion	ROAD/STREET NAME Fourth Avenue
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) City of Stayton	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 10.0
RIGHT OF WAY		$
ROADWAY	$ 13.4	
STRUCTURES	$ 62.0	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 2.2	
	$	
40% ENGINEERING & CONTINGENCIES	$ 31.0	
TOTAL CONSTRUCTION		$ 108.6
TOTAL ESTIMATE		$ 118.6

PROJECT DATA		
GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	✓
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY		
FILES	(#)	N/A
ACRES	(#)	
RELOCATIONS	(#)	

WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☑ CONTRACT ☐ OTHER

☐ STATE FORCE

☐ CITY FORCE

☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HBR - Off System	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	On Shldr
AVERAGE DAILY TRAFFIC	500	
YEAR OF AVERAGE DAILY TRAFFIC	(City Figure)	

DEFINE THE PROBLEM

The existing timber structure has deteriorated. One of the beams has completely failed, another is severely split. The bridge has been closed to vehicle traffic. Existing roadway is narrow (22 feet) and bridge has no walks. This street is used by commercial vehicles as a part of the downtown traffic circulation.

PROPOSED SOLUTION

Construct a new bridge of suitable width with sidewalks.

REQUESTED, REGION ENGINEER x by Philip O. St[illegible]	DATE 8-1-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 2 - ROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

SECTION Fourth Ave Bridge (Stayton)	KEY ID # REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS		OLD (#)	NEW (#)

UTILITIES 5 (LIST BELOW)

COMPANIES
Pacific Power & Light Co
Stayton Coop Telephone
N. Santiam Cablevision, Inc
Northwest Natural Gas Co
City of Stayton Sanitary Sewer

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED 25

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
—					—	—	12	— ×	12	—	—					—
On Shldr	4	—	—	8	—	—	12	—	12	—	—	8	—	—	4	On Shldr

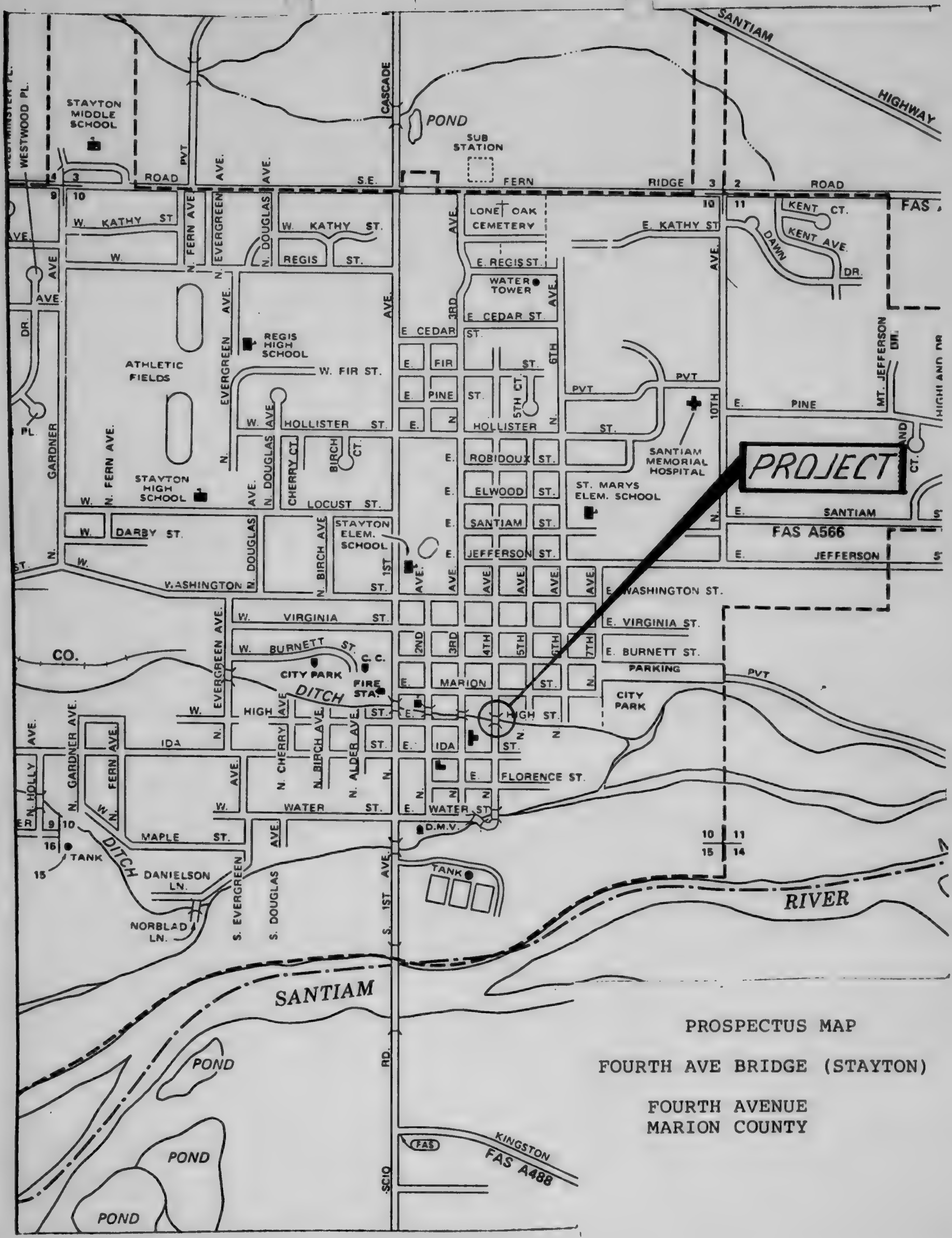
PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class 'B' AC	4"	2"			
Aggregate Base	12"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	30	48	61,920	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			



SANTIAM HIGHWAY
STAYTON MIDDLE SCHOOL
WESTMINSTER PL.
WESTWOOD PL.
PVT
CASCADE
POND
SUB STATION
S.E. FERN RIDGE ROAD
FAS
LONE OAK CEMETERY
WATER TOWER
W. KATHY ST.
E. KATHY ST.
KENT CT.
KENT AVE.
DAWN DR.
N. FERN AVE
N. EVERGREEN AVE.
N. DOUGLAS AVE.
W. REGIS ST.
E. REGIS ST.
E. CEDAR ST.
3RD AVE.
6TH
ATHLETIC FIELDS
REGIS HIGH SCHOOL
W. FIR ST.
E. FIR ST.
E. PINE ST.
5TH CT.
W. HOLLISTER ST.
E. HOLLISTER ST.
PVT
10TH AVE.
SANTIAM MEMORIAL HOSPITAL
E. PINE
MT. JEFFERSON DR.
HIGHLAND DR.
GARDNER
STAYTON HIGH SCHOOL
CHERRY CT.
BIRCH CT.
W. LOCUST ST.
E. ROBIDOUX ST.
E. ELWOOD ST.
ST. MARYS ELEM. SCHOOL
PROJECT
E. SANTIAM ST.
FAS A566
E. JEFFERSON ST.
W. DARBY ST.
STAYTON ELEM. SCHOOL
N. BIRCH AVE
1ST AVE.
W. WASHINGTON ST.
E. WASHINGTON ST.
W. VIRGINIA ST.
E. VIRGINIA ST.
CO.
W. BURNETT ST.
E. BURNETT ST.
2ND
3RD
4TH
5TH
6TH
7TH
C. C.
CITY PARK
PARKING
FIRE STA.
DITCH
E. MARION ST.
PVT
CITY PARK
W. HIGH ST.
E. HIGH ST.
IDA ST.
N. HOLLY
N. GARDNER AVE.
FERN AVE.
N. CHERRY AVE.
N. ALDER AVE.
E. FLORENCE ST.
W. WATER ST.
E. WATER ST.
MAPLE ST.
D.M.V.
TANK
DITCH
DANIELSON LN.
NORBLAD LN.
S. EVERGREEN
S. DOUGLAS
S. 1ST AVE.
RIVER
SANTIAM
POND
POND
POND
SCIO RD.
FAS
KINGSTON
FAS A488

PROSPECTUS MAP

FOURTH AVE BRIDGE (STAYTON)

FOURTH AVENUE
MARION COUNTY

7157

STATE OF OREGON **INTEROFFICE MEMO**

TO: Phil Stearns
Region Federal Aid Specialist

DATE: July 29, 1983

FROM: Don Thurston
Region Location Supervisor

Don Thurston

SUBJECT: Fourth Ave Br (Stayton)
4th Ave (City Street)
Marion County

Attached for approval and forwarding is the Project Prospectus package for the subject job.

This bridge crosses Salem Ditch which is a fully controlled private waterway. It is currently owned by Boise Cascade. No hydraulics study is necessary and no additional right-of-way is anticipated.

DT:sr
Attch

Contains Recycled Materials

City of Stayton

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Stayton
Salem Ditch (~~Fourth Ave~~) Bridge (~~Stayton~~)

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 324-1906

DATE 7-29-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN		3,000	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		250	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		1,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		150	932 RAILROAD & UTILITIES					

TOTALS	$	$ 11,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BROS-2402(2)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for bridge replacement. Structure is 4th Avenue Bridge over Salem Ditch, located in Stayton.

1 Vertrees ✓
cy Anderson
2 Adams
cy Macnab
3 Stoudenmeyer
Terpin
4 Trent
cy Wakerlig
5 Molly

RECEIVED
SEP 21 1983
ROAD DESIGN SECTION

cy to Lyle

Do Not File ☐
Return To
Bring Up
Action

Approved 7-5-83 by Hwy Engr.

PREPARED BY Don Thurston	DATE 7-29-83	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X [illegible]	DATE [illegible]
RECOMMENDED, REGION ENGINEER X by [illegible] O. [illegible]	DATE 8-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [illegible]	DATE 7-16-83
RECOMMENDED, LOCATION ENGINEER X [illegible]	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 9-7-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 – PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION (Stayton) [illegible] ~~Fourth Ave~~ Bridge ~~(Stayton)~~			KEY ID #
			REGION 2
STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH 200 ft
☑ URBAN ☐ RURAL	CITY Stayton	COUNTY Marion	ROAD/STREET NAME Fourth Avenue
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) City of Stayton	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 11.0 ~~10.0~~	GRADING	(✓)	✓	FILES	(#)	N/A
RIGHT OF WAY		$	PAVING	(✓)	✓	ACRES	(#)	
ROADWAY	$ 13.4		STRUCTURES	(✓)	✓	RELOCATIONS	(#)	
STRUCTURES	$ 62.0		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 2.2					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 31.0		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 108.6	WORKTYPE	(1-12)	5	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$ 119.6 118.6						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HBR - Off System	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	On Shldr
AVERAGE DAILY TRAFFIC	500	
YEAR OF AVERAGE DAILY TRAFFIC	(City Figure)	

DEFINE THE PROBLEM

The existing timber structure has deteriorated. One of the beams has completely failed, another is severely split. The bridge has been closed to vehicle traffic. Existing roadway is narrow (22 feet) and bridge has no walks. This street is used by commercial vehicles as a part of the downtown traffic circulation.

PROPOSED SOLUTION

Construct a new bridge of suitable width with sidewalks.

REQUESTED, REGION ENGINEER X by Phillip O. [illegible]	DATE 8-1-83			
APPROVED, ASST HWY ENG FOR OPERATIONS X	DATE			
APPROVED, ASST HWY ENG FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE 25-83 [illegible]	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJEC PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Fourth Ave Bridge (Stayton)

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N ~~S~~	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N ~~S~~
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S ~~N~~	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS		OLD (#)	NEW (#)
						UTILITIES	5	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON:

EASEMENTS (#):

ACCESS CONTROL (Y/N):

COMPANIES
Pacific Power & Light Co
Stayton Coop Telephone
N. Santiam Cablevision, Inc
Northwest Natural Gas Co
City of Stayton Sanitary Sewer

DESIGN SPEED: 25

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							12	—	12							
On Shldr	4	—	—	8	—	—	12	—	12	—	—	8	—	—	4	On Shldr

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class 'B' AC	4"	2"			
Aggregate Base	12"				

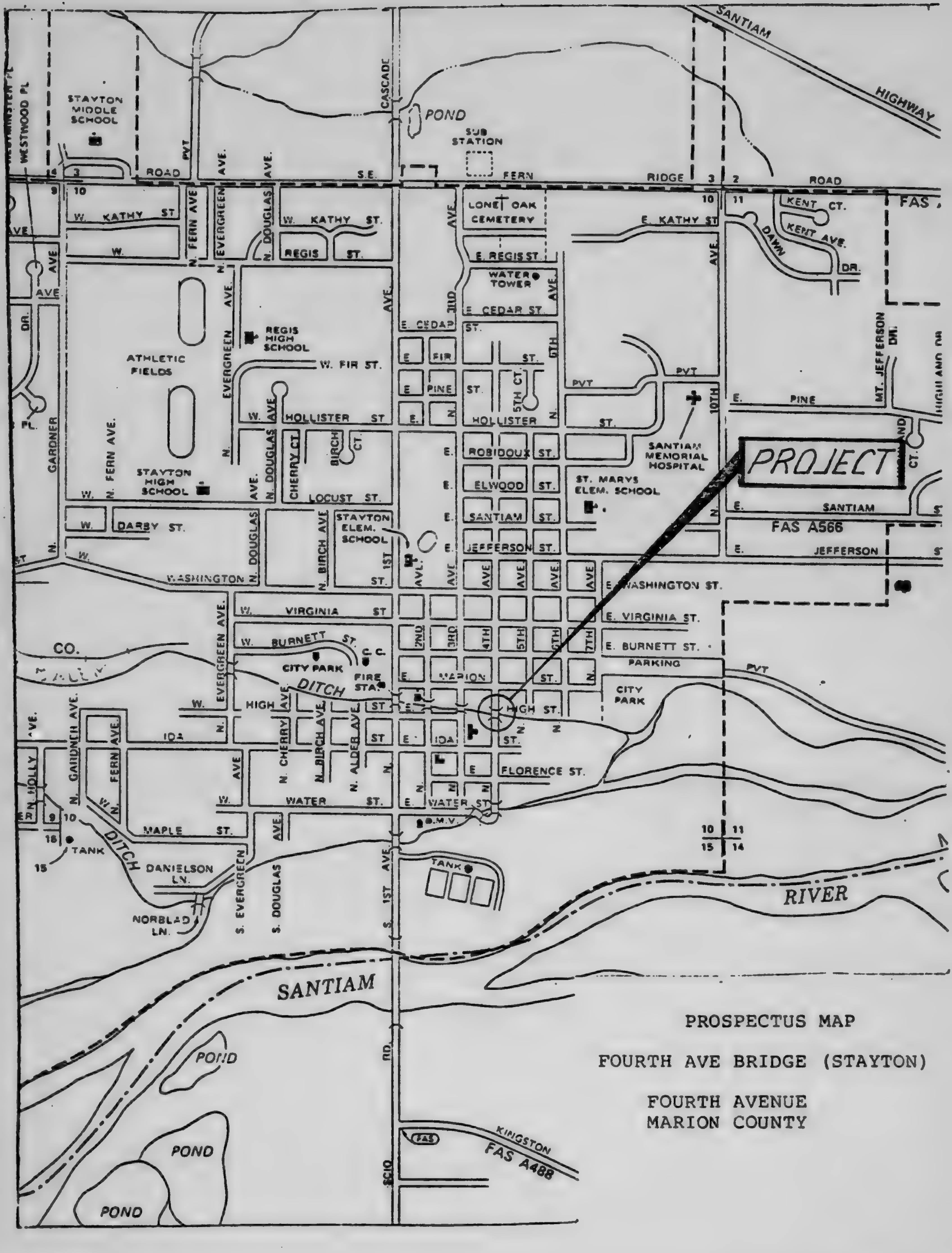
STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	30	48	61,920	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date


SANTIAM HIGHWAY
STAYTON MIDDLE SCHOOL
POND
SUB STATION
S.E. FERN RIDGE ROAD
CASCADE
WESTMINSTER PL
WESTWOOD PL
LONE OAK CEMETERY
W. KATHY ST
E. KATHY ST
KENT CT.
KENT AVE.
DAWN DR.
FAS
N. FERN AVE
EVERGREEN AVE
N. DOUGLAS AVE
REGIS ST.
E. REGIS ST.
WATER TOWER
E. CEDAR ST.
REGIS HIGH SCHOOL
ATHLETIC FIELDS
W. FIR ST.
E. PINE
PVT
MT. JEFFERSON DR.
HIGHLAND DR
W. HOLLISTER ST
HOLLISTER ST.
10TH
SANTIAM MEMORIAL HOSPITAL
PROJECT
E. ROBIDOUX ST.
BIRCH CT.
CHERRY CT.
GARDNER
STAYTON HIGH SCHOOL
E. ELWOOD ST.
ST. MARYS ELEM. SCHOOL
LOCUST ST.
E. SANTIAM ST.
E. SANTIAM
FAS A566
DARBY ST.
STAYTON ELEM. SCHOOL
E. JEFFERSON ST.
E. JEFFERSON
W. WASHINGTON ST.
E. WASHINGTON ST.
W. VIRGINIA ST
E. VIRGINIA ST.
W. BURNETT ST.
E. BURNETT ST.
CO. SALEM DITCH
CITY PARK
C.C.
FIRE STA.
E. MARION ST.
PARKING
CITY PARK
W. HIGH ST.
HIGH ST.
IDA ST.
FLORENCE ST.
2ND
3RD
4TH
5TH
6TH
7TH
N. CHERRY AVE.
N. BIRCH AVE.
N. ALDER AVE.
N. GARDNER AVE.
FERN AVE.
N. HOLLY
W. WATER ST.
E. WATER ST.
MAPLE ST.
D.M.V.
DITCH
TANK
DANIELSON LN.
NORBLAD LN.
S. EVERGREEN
S. DOUGLAS
S. 1ST AVE.
TANK
RIVER
SANTIAM
POND
POND
POND
SCIO RD.
KINGSTON FAS A488
FAS

PROSPECTUS MAP

FOURTH AVE BRIDGE (STAYTON)

FOURTH AVENUE
MARION COUNTY

9757

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Region II Engineer

DATE: July 18, 1983 INT

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Fourth Street Bridge Replacement
City of Stayton

I have reviewed the request from the City of Stayton to undertake the design of the Fourth Street Bridge with the City's engineering staff. There is nothing in the resume of qualifications of the City staff to indicate any experience in structural design and, more specifically, bridges. Based on the information provided, I could not recommend certification of the City's engineering staff to undertake design of the project.

WJH:jrb

cc: ✓City-County Unit

HDL -
File -
Km

PROGRAM SECTION
MANAGER ________ PROJECT UNIT S
JUL 19 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________ EZ
FOR ________
HDL

Contains
Recycled
Materials
81-125-1367

City of Stayton
362 North 3rd Avenue, Stayton, Oregon 97383
Phone: (503) 769-3425

Mayor:
Henry A. Porter

City Council:
J. Goodman
P. Mack
G. Carter
B. Schachtsiek
R. Morley

REGION 2 ENGINEER
RECEIVED
JUL 1[illegible] 1983
RTE ENV

July 12, 1983

Dept. of Transportation
East State Highway Bldg.
2950 State St.
Salem, OR 97310

Attention: Phil Stearns
Region Federal Aid Specialist

RE: Federal Aid Project Request - Bridge #47 C 96

Dear Phil:

As per our conversation on 7-6-83 I have enclosed two copies of our Federal Aid Project Request for the replacement of Bridge #47 C 96 (4th St. N/o Ida) in the City of Stayton.

I suggest the following to see if it meets with your approval.

My Department could design the replacement with plans to D.O.T. for approval in late November or early December. Assuming the project was on the March or April letting we could do the construction inspection, however, we could do the inspection any time. Two areas where my Department would need outside help would be in soils evaluation and materials testing. I propose to call on the services of the D.O.T. Materials Laboratory for this work. For a brief description of my Department's ability to complete the project, please refer to the enclosed attachment. I expect that with some guidance we can handle the Citizen Involvement, Environmental, and Public Hearing commitments as well.

If this meets with your approval please let me know.

In the meantime if I can provide any further information, please phone me at 769-3425.

Yours truly,

G. Hall, P.E.
City Engineer

RECEIVED
JUL 15 1983
BRIDGE SECTION

cc: City Administrator
W.O. 80 ST 11
Encl. Federal Aid Project Request
The City of Stayton Engineering Dept.

The City of Stayton Engineering Department

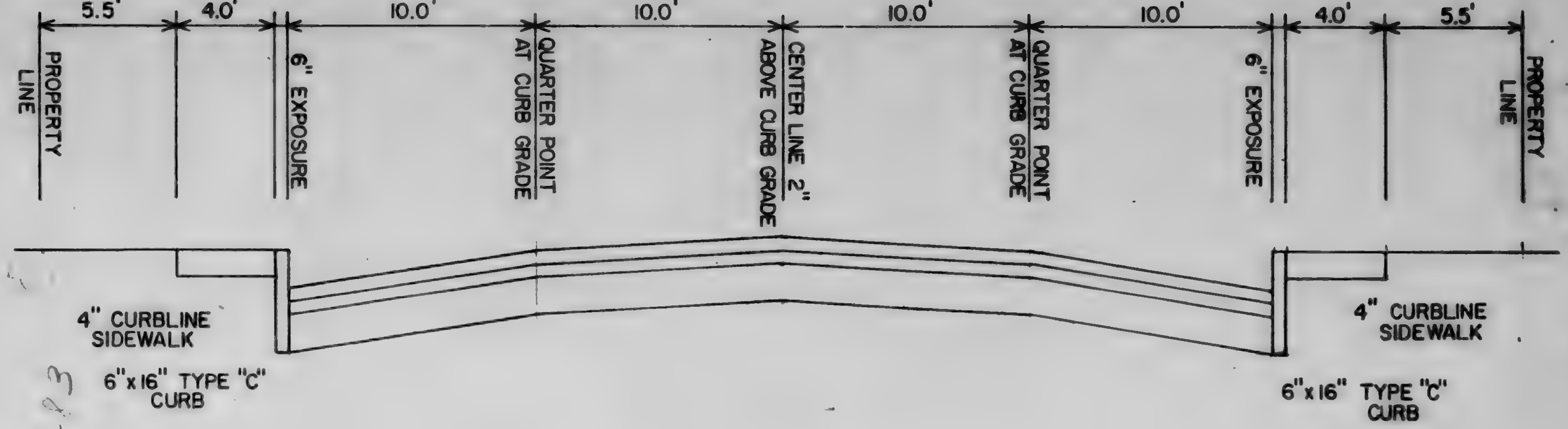
The Engineering Dept. acts as a service Dept., primarily for public works. The City Engineer, who is also the Public Works Administrator is responsible to the City Administrator for the planning, design, construction, and operations of the water, sewer, street, and storm sewer systems. Master Utilities Plans, completed in 1980 by the engineering firm of James M. Montgomery, provides direction for growth of the City throughout the Urban Growth Area. It is the responsibility of the Engineering Dept. to design and contract improvements within this framework. With the exception of materials testing, the Dept. regularly provides all the technical and administrative services associated with public works construction normally encountered in a City.

For outside work the Dept. is equipped with a Wild T-16 Transit and NAK-1 Level and all of the other tools usually associated with this type of work. The office has sufficient space where the designers, in addition to the usual tools associated with this type of work, have at their disposal a HP-41CU Computer and complete 2-foot contour interval maps of the Urban Growth Area. Additional main-frame computer programs (WATSIM, HYDRA) are usually time-shared.

The Dept. is headed by a registered professional engineer with a B.S. from the University of Idaho with 17 years experience in public works, including 13 years as department or division head. Design and contract administration on pipe lines, pump stations, reservoirs, streets, bridges, etc. are routine.

The staff consists of one full-time technician who is primarily concerned with design and inspection. He is a graduate of Spokane Community College with an A.A. Degree in Civil Engineering Technology and 10 years experience, five of which were with the Oregon Division of State Lands where he worked in the waterways section primarily on open channel hydraulics. The rest of this time has been spent on municipal public works design and inspection such as pipe lines, pump stations, streets, buildings, bridges, etc. He has a private consulting company that provides drafting, computer programming, and general design services.

Of particular note to this project; the Dept. has considerable knowledge of the hydraulics of the stream to be bridged, this being a consideration in the Master Storm Sewer Plan. The Dept. recently widened a bridge over this same stream in 1981. It is expected that the proposed construction will be similar in scope. Also in 1981 the streets adjacent to this project were designed by this Dept. as the subject of a Local Improvement District. The Dept. has detailed knowledge of the traffic, underground utilities, and hydraulic considerations both existing and planned that are considered important for the proposed construction.


5.5'
4.0'
10.0'
10.0'
10.0'
10.0'
4.0'
5.5'
PROPERTY LINE
6" EXPOSURE
QUARTER POINT AT CURB GRADE
CENTER LINE 2" ABOVE CURB GRADE
QUARTER POINT AT CURB GRADE
6" EXPOSURE
PROPERTY LINE
4" CURBLINE SIDEWALK
6"x16" TYPE "C" CURB
4" CURBLINE SIDEWALK
6"x16" TYPE "C" CURB

40 FOOT STANDARD STREET
FOR
60 FOOT RIGHT-OF-WAY

W.O. # 80 ST 11
Date 6-28-83
By R.N.

6-21-83

9159

7759

FEDERAL AID PROJECT REQUEST

Date June 27, 1983

Applicant Agency City of Stayton

Request for: Off-System____, FAS-C____, FAUS____ Project X HBR off-system

Federal Aid Route No. N/A Route Name 4th St.

Project Name 4th St. Bridge N/o Ida St.

Project Length 28 l.f. Project Location (Attach sketch map)

Project Description Replace existing timber bridge with new structure of adequate width & strength

Average Daily Traffic 500± Design Speed 25 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 ft. 40 ft. Travel Lanes 2 ea. Shoulders as shown

Medians none Parking 2 ea. @ 9 ft. South

Sidewalks as shown

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 40 ft. Travel Lanes 2 ea. Shoulders none

Medians none Parking N/A

Curbed____ Length Curb Radii____

Sidewalk/Bikeway 4 ft. sidewalk both sides

Remarks City of Stayton Standard cross-section for this location. Stree to be constructed to these standards in connection with but not part of this project.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft. Minimum 60 ft. Maximum 60 ft.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks Existing City right-of-way

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None - mid-block location

2. **Proposed Signalization:**

Location none

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? None required

4. **Permanent Striping:**

Include in project or by applicant? None required

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

Existing 7000 lumen S.E. corner of bridge

2. **Proposed Illumination:**

Location S.E. corner of bridge

Type 9500 lumen high pressure sodium vapor

Remarks Scheduled replacement not involved in this bridge project

V. STRUCTURE DATA

1. **Existing Structure:**

Location Mid-block on 4th between Ida & Marion Sts. (See sketch)

Type Simple timber span Bridge # 47C96

Approach Roadway Width 24' N. 40' S. Shoulder Width 8 ft. N.

Length 28 ft. Width 24 ft.

To remain in place? No

2. **Proposed Structure:**

Location Same

Approximate Size: Length 28 ft. Width 40 ft. + 2 ea. 4 ft. S.W.

Are sidewalk/bikeways desired? Sidewalks both sides

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No - not in this project

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	George Hall, City Engineer Office
2.	Environmental	George Hall, City Engineer Office
3.	Public Hearing	George Hall, City Engineer Office

Remarks Phone: 769-3425

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ~~X~~ State X Consultant ______
   See attached letter

2. Project construction engineering to be performed by:

Applicant ~~X~~ State X see attached letter Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes X No________
If "yes," describe briefly: Construct 4th St. this block to standard

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 47,000
Right-of-way costs (if participating)	-
Traffic control	3,000
Illumination	-
Structures	70,000
Railroad	-
Other____________________	-
Preliminary engineering	15,000
PROJECT TOTAL	$ 135,000

Remarks______________________________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

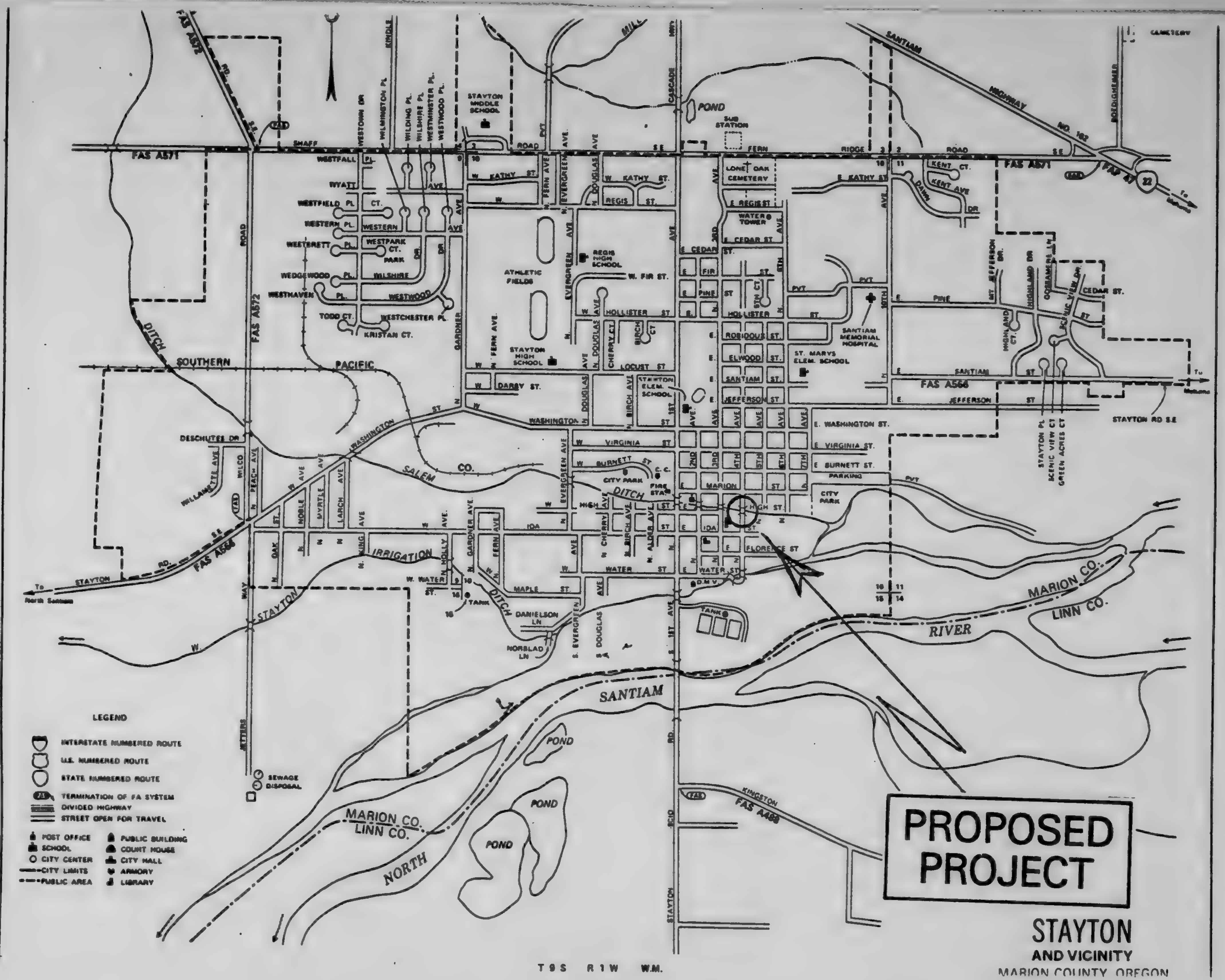
CITY OF STAYTON and/or ________________ COUNTY

By Henry A Porter, Mayor By________________

By Ellie Vandehey By________________
City Administrator

By________________

(1976)

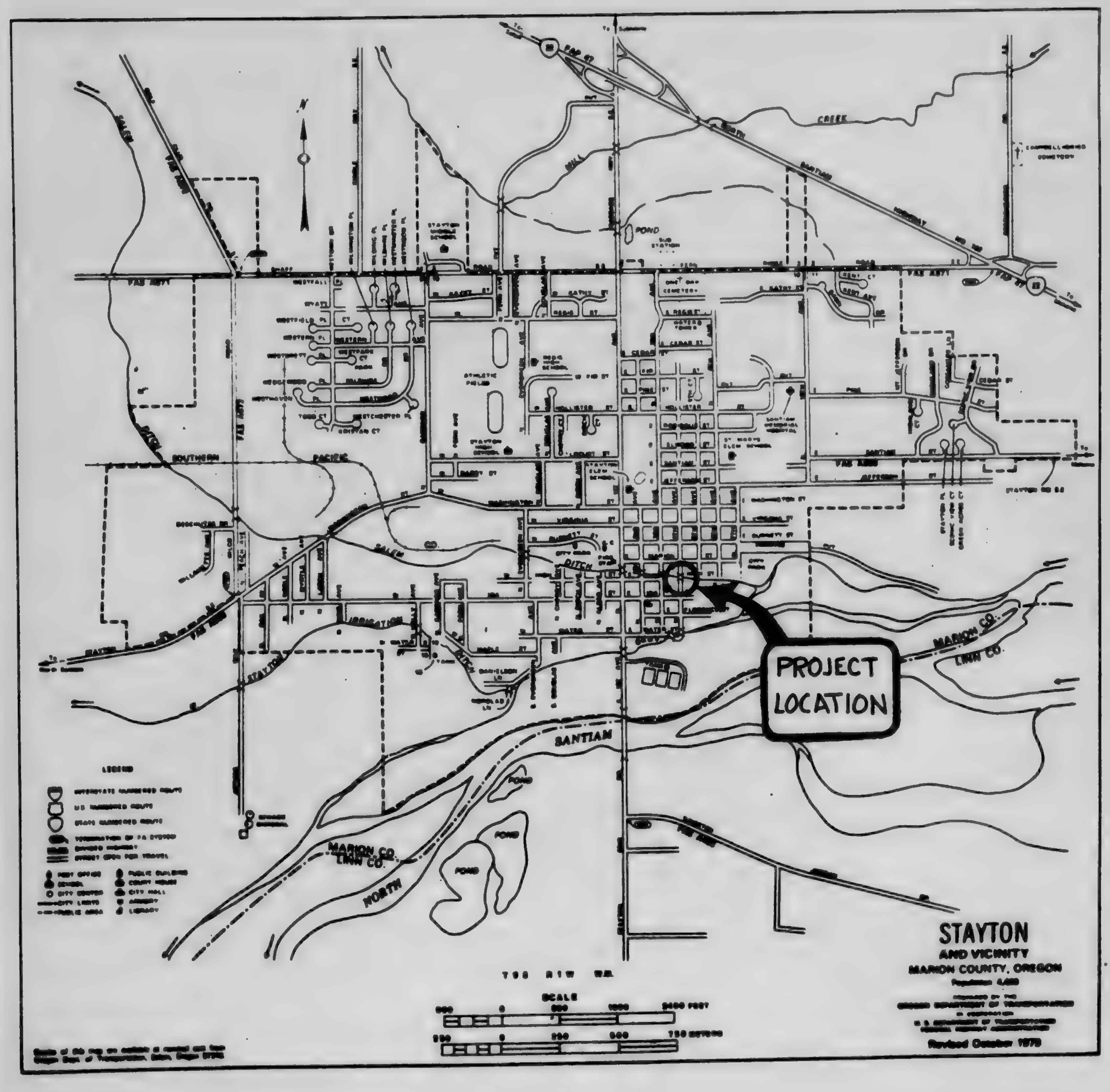

PROPOSED PROJECT
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
SANTIAM HIGHWAY NO. 162
FERN RIDGE ROAD
FAS A571
FAS A572
FAS A566
FAS A488
FAS A558
STAYTON MIDDLE SCHOOL
STAYTON HIGH SCHOOL
REGIS HIGH SCHOOL
ATHLETIC FIELDS
STAYTON ELEM. SCHOOL
ST. MARYS ELEM. SCHOOL
SANTIAM MEMORIAL HOSPITAL
LONE OAK CEMETERY
WATER TOWER
SUB STATION
CITY PARK
FIRE STA
C.C.
D.M.V.
TANK
SEWAGE DISPOSAL
SOUTHERN PACIFIC
SALEM CO. DITCH
STAYTON IRRIGATION DITCH
SANTIAM RIVER
NORTH SANTIAM
MARION CO.
LINN CO.
POND
CEMETERY
STAYTON RD S.E.
STAYTON SCIO RD.
To North Santiam
T9S R1W W.M.

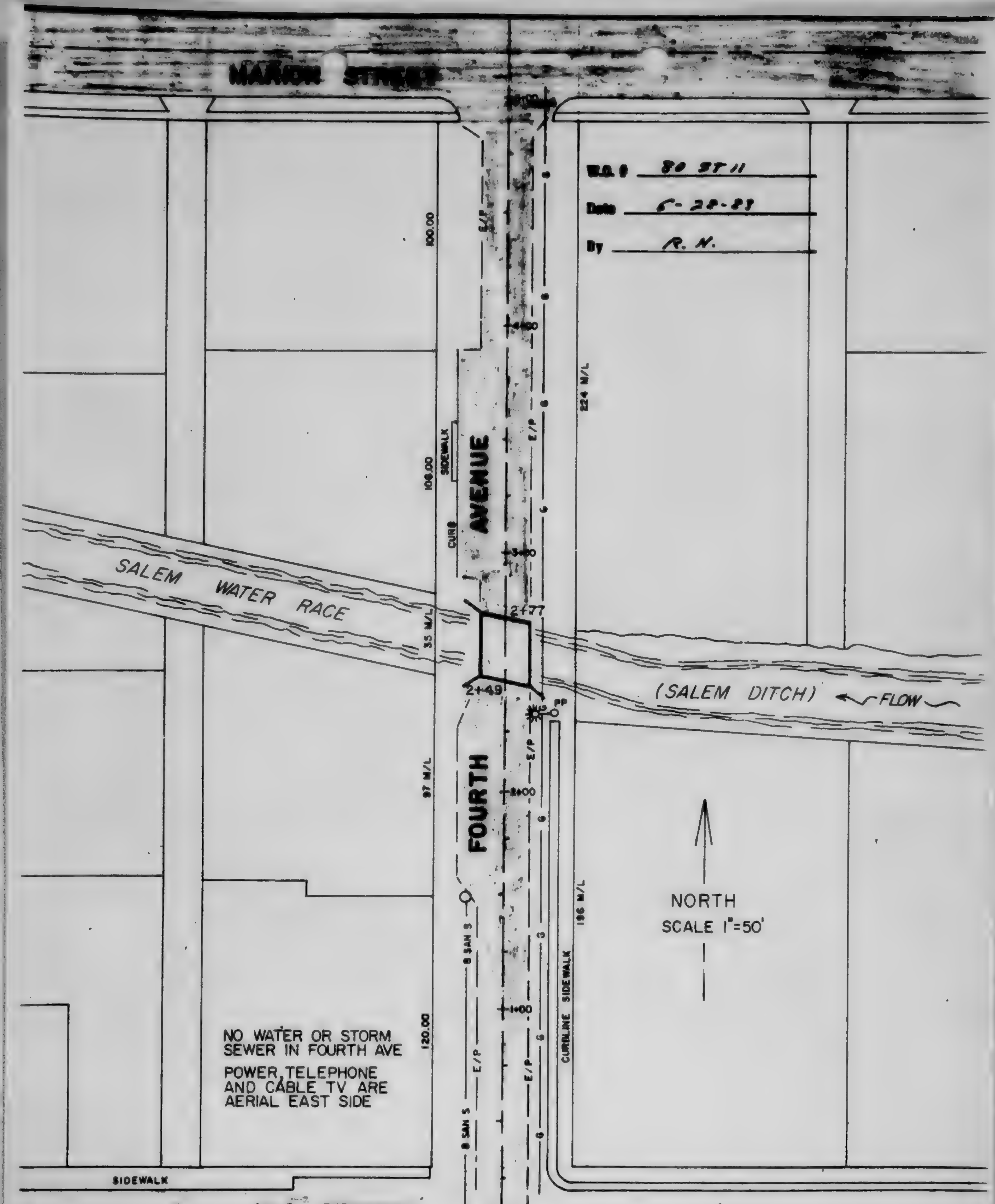
STAYTON
AND VICINITY
MARION COUNTY, OREGON

W.O. # 80 ST 11

Date 6-28-83

By G. Hall


PROJECT LOCATION
N
POND
MILL
CREEK
SOUTHERN
PACIFIC
DITCH
IRRIGATION
STAYTON
SANTIAN
NORTH
MARION CO.
LINN CO.
LEGEND
T9S R1W W.M.
SCALE
STAYTON
AND VICINITY
MARION COUNTY, OREGON


MARION STREET
FOURTH
AVENUE
SALEM WATER RACE
(SALEM DITCH)
FLOW
IDA STREET
NORTH
SCALE 1"=50'
100.00
106.00
35 M/L
97 M/L
120.00
224 M/L
196 M/L
SIDEWALK
CURB
SIDEWALK
CURBLINE SIDEWALK
8 SAN S
8 SAN S
E/P
E/P
E/P
E/P
E/P
PP
0+00
1+00
2+00
2+49
2+77
3+00
4+00
5+00
6
6
6
6
3
6

W.O. # 80 ST 11

Date 6-28-83

By R. N.

NO WATER OR STORM SEWER IN FOURTH AVE

POWER, TELEPHONE AND CABLE TV ARE AERIAL EAST SIDE

City of Stayton
362 North 3rd Avenue, Stayton, Oregon 97383
Phone: (503) 769-3425

Mayor:
Henry A. Porter

City Council:
J. Goodman
P. Mack
G. Carter
B. Schachtsick
R. Morley

July 27, 1983

Department of Transportation
East State Highway Bldg.
2960 State St.
Salem, OR 97310

Attention: Phil Stearns

RE: Federal Aid Project Request - Bridge #47 C 96

Dear Phil:

Regarding the above request submitted on 7-12-83, I would like to make some modifications.

On 7-27-83 I inspected the bridge and found the structure in a state of failure. One of the supporting beams has already failed and a second is imminent (see enclosed pictures). The deflection in the bridge deck is approximately -3" (unloaded). Because of this the City has officially closed the bridge.

Because of this I request that D.O.T. begin design on a replacement as soon as possible and expedite construction. I could still handle the Citizen Involvement, Environmental, and Public Hearing commitments if that's suitable, but retaining a consultant engineer for design would lengthen the time span before we could put the bridge back into service possibly by six months.

I apologize for these changes but as you can see from the pictures we have a difficult situation.

If I can provide any further information, please phore me at 769-3425.

Yours truly,

G. Hall, P.E.
City Engineer

GH:bj
cc: City Administrator
W.O. #80 ST 11
Encls. Pictures 4th St. Bridge taken 7-27-83

97-9

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Management

DATE: June 24, 1983 PRO

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Additions to HBR Program

The following projects have been reviewed and determined to be eligible for inclusion in the 1984 HBR(OS) program:

1. Overcrossing UPRR, Bridge 636, Ice Plant Road, City of North Powder, Estimated Cost $70,000 attached
2. Salem Ditch, Bridge 47C96, Fourth Street, City of Stayton, Estimated Cost $60,000 ✓ X not received yet

Please add these to the Six-Year Program and obtain approval by H. S. Coulter under delegated authority.

JEC:jrb

cc: C. O. Fredrickson - Please have City submit project request
Robert Hector - Please have City submit project request

Max

PROGRAM SECTION
MANAGER AL PROJECT UNIT ________
JUN 2[illegible] 1983
MAN. ASSIST. ________ PROGRAM UNIT K ✓
REFER TO Tindall Kears
FOR ________________

Contains Recycled Materials
81-125-1387

SP*75683-125

1984 NE Columbia Blvd Park & Ride 9760
Lot on the E Portland Fwy in Portland
(gr., pav., illum., & landscaping)

bi cc: OSHD (L. W. RULIEN)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5-14-86	REPORT MADE BY James M. Klamerus - Highway Engineer Trainee		PROJECT NO. IR-205-76(92)313
COMPLETION DATE (Actual) 9-11-84	ACCEPTANCE DATE BY CONRTACT AGENCY 12-31-85	TIME ELAPSED 76 %	CONTRACT TIME Phase A) June 30, 1984 Phase B) Oct. 31, 1984

LOCATION
See below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PARK AND RIDE LOT NE COLUMBIA BLVD-NE SANDY BLVD
EAST PORTLAND FREEWAY
Grading, Paving, Illumination and Landscaping

This project provided for the construction of a park and ride lot at the subject location. The original estimate for this project was $419,890. The final estimated cost is $446,280.

The contractor overran phase A of this contract by 40 days. The State granted a 14 day time extention on 5-13-85. Four of the 14 days were not eligible for Federal participation, and are noted as such on the final estimate. Twenty-six days of liquidated damages at $150 per day were assessed.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 23 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

5/27

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Jim M Klamerus Thomas P Lowe		SIGNATURE G. K. Hassner	
TITLE Highway Engineer Trainee AREA ENGINEER	DATE 5/20/86	TITLE FIELD OPERATIONS ENGINEER	DATE 5/21/86

February 24, 1986

CON 5
9760

The Travelers Indemnity Co.
Surety Department
111 S.W. 5th #1600
Portland, OR 97204

On January 30, 1986, we wrote to you concerning release of final payment on Contract No. 9760 awarded to Cascade Construction Company, Inc. for work on the N.E. Columbia Blvd.-N.E. Sandy Blvd. Park & Ride Lot on the East Portland Freeway in Multnomah County.

Final payment on this contract is $6,773.23 and the total contract amount is $382,419.41 including $3,309.54 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

Don Reger & Company
520 S.W. Stark Street
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9760

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-161		State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 2	12-18-85	Project Number IR-205-7(92)313

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 23, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 455,000.00	$ 472,748.00
Federal funds	$ 419,601.00	$ 435,968.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of DEC, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Manager, Program Section
(Title)

XXBW For: Larry Rulien

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 12, 1985

FEDERAL AID PROJECT NO. IR-205-7(92)313

N.E. Columbia Blvd./N.E. Sandy Blvd. Park and Ride Lot
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y108
Park and Ride Lot

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class B or Class C Asphalt Conc.	$25.80	2,350	$60,630.00	2,669	$68,860.20
			$60,630.00		$68,860.20

Increase	$ 8,230.20
Subtotal from Estimate of August 30, 1984	389,812.33
Subtotal	$398,042.53
Engineering	59,705.47
Total	$457,748.00

Length of Project ------------------ 0.00 mile

WORK IN RESERVE

Permanent Signing	All Required	$ 2,500.00
Furnish and Install 4-Bus Passenger Shelters, Type "B"	All Required	10,000.00
1-1/2" Water Meter Installation	All Required	700.00
	Subtotal	$ 13,200.00
	Engineering	1,800.00
	Total	$ 15,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	Tri-Met
Park and Ride Lot	$457,748.00	$422,135.00	$35,613.00
Reserve	15,000.00	13,833.00	1,167.00
TOTAL	$472,748.00	$435,968.00	$36,780.00

Group 1: 100%
Contract No. 9760
Prefix: 626-1935
Prefix: C09760
Appn Code: 044

RLC:me

9720

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 9-13	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
		County Multnomah
MODIFICATION NUMBER 1		Project Number IR-205-7(92)313

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 23, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 419,907.00	$ 455,000.00
Federal funds	$ 387,238.00	$ 419,601.00
Other revisions		

This modification is made for the following reasons:

To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 30, 1984

FEDERAL AID PROJECT NO. IR-205-7(92)313

N.E. Columbia Blvd./N.E. Sandy Blvd. Park and Ride Lot
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y108
Park and Ride Lot

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 7.34	150	$ 1,101.00	181.3	$ 1,330.74
Furnishing & Placing Topsoil	7.00	790	5,530.00	1,642.8	11,499.60
3/4"-0 Aggregate Base	5.84	5,075	29,638.00	6,025.38	35,188.22
12-inch Sewer Pipe	14.00	352	4,928.00	414	5,796.00
15-inch Sewer Pipe	16.50	78	1,287.00	100	1,650.00
Concrete Inlets, Type CG-1	400.00	8	3,200.00	9	3,600.00
Concrete Curbs	3.24	6,200	20,088.00	6,325.3	20,493.97
Furnishing & Planting Deciduous Trees, 2-1/2" Caliper	100.00	9	900.00	15	1,500.00
Furnishing & Planing Deciduous Trees, 2" Caliper	60.00	35	2,100.00	40	2,400.00
Furnishing & Planting Shrubs	4.00	2,039	815.60	2,303	921.20
Furnish Embankment (P.A. #1)	8.50	--	--	2,079.2	17,673.20
Repair Luminaire Pole (F.A. #1)	--	--	--	--	600.00
SUBTOTALS			$69,587.60		$102,652.93

Increase	$ 33,065.33
Subtotal from Estimate of April 19, 1984	356,747.00
Subtotal	$389,812.33
Engineering	50,187.67
Total	$440,000.00

Length of Project ----------------- 0.00 mile

WORK IN RESERVE

Permanent Signing	All Required	$ 2,500.00
Furnish and Install 4-Bus Passenger Shelters, Type "B"	All Required	10,000.00
1-1/2" Water Meter Installation	All Required	700.00
	Subtotal	$ 13,200.00
	Engineering	1,800.00
	Total	$ 15,000.00

SUMMARY OF FUNDS (92.22%)

cription	Total Cost	Federal Funds	Tri-Met
Park and Ride Lot	$ 440,000.00	$ 405,768.00	$ 34,232.00
Reserve	15,000.00	13,833.00	1,167.00
TOTAL	$ 455,000.00	$ 419,601.00	$ 34,399.00

Group 1: 100%
Contract No. 9760
Prefix: 626-1935
Prefix: 626-1094

WH:me

9760 STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-224	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-2354	State OREGON County MULTNOMAH Project No. IR-205-7(92)313

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205 Columbia Blvd./Sandy Blvd. Park and Ride

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-29-84	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 419.907	$ 387,238

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XX For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 19, 1984

Federal Aid Project
No. IR-205-7(92)313

N.E. Columbia Blvd./N.E. Sandy Blvd. Park and Ride Lot
East Portland Freeway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code Y108
Park and Ride Lot

Mobilization		All Required		$ 7,262.00
Temporary Protection and Direction of Traffic		" "		1,255.00
Temporary Signs	150	Sq.Ft.	7.34	1,101.00
Temporary Barricades	13	Each	45.00	585.00
Temporary Plastic Safety Markers	10	Each	58.00	580.00
Flagmen	50	Hour	18.90	945.00
Removal of Structures and Obstructions		All Required		600.00
General Excavation	4,770	Cu. Yd.	3.30	15,741.00
Trench Excavation	730	Cu. Yd.	5.50	4,015.00
Finishing Roadbed and Slopes		All Required		843.00
Furnishing and Placing Topsoil	790	Cu.Yd.	7.00	5,530.00
Watering	140	M.Gal.	17.20	2,408.00
3/4"-0 Aggregate Base	5,075	Ton	5.84	29,638.00
Class "B" or Class "C" Asphalt Concrete	2,350	Ton	25.80	60,630.00
Reinforced Concrete Pavement	3,200	Sq.Yd.	20.07	64,224.00
10-inch Sewer Pipe	1,834	Lin.Ft.	9.00	16,506.00
12-inch Sewer Pipe	352	Lin.Ft.	14.00	4,928.00
15-inch Sewer Pipe	78	Lin.Ft.	16.50	1,287.00
Concrete Inlets, Type "P"	17	Each	256.00	4,352.00
Concrete Inlets, Type "CG-1"	8	Each	400.00	3,200.00
Concrete Walks	2,650	Sq.Yd.	9.10	24,115.00
Concrete Curbs	6,200	Lin.Ft.	3.24	20,038.00
Bike Lockers	4	Each	880.00	3,520.00
Bike Shelters	1	Each	5,763.00	5,763.00
Bike Racks	4	Each	276.00	1,104.00
Pole Foundations		All Required		8,500.00
Roadway Lighting Poles and Arms		" "		4,850.00
Luminaires, Lamps and Ballasts		" "		3,850.00
Switching, Conduit, Wiring, Etc.		" "		11,000.00
Furnishing and Planting Deciduous Trees, 2-1/2" Caliper	9	Each	100.00	900.00
Furnishing and Planting Deciduous Trees, 2" Caliper	35	Each	60.00	2,100.00

Furnishing and Planting Conifer Trees	50	Each	40.00	$ 2,000.00
Furnishing and Planting Shrubs	2,039	Each	4.00	8,156.00
Furnishing and Planting Vines	7,235	Each	0.60	4,341.00
Soil Conditioner	265	Cu.Yd.	13.00	3,445.00
Bark Mulch	38	Unit	120.00	4,560.00
Irrigation System		All Required		18,000.00
				$351,922.00

Anticipated Items

Permanent Pavements Striping	All Required		4,600.00
Water for Plant Establishment Period	" "		225.00
			4,825.00
		Subtotal	$356,747.00
		Engineering	48,160.00
		Total	$404,907.00

Length of Project 0.00 mi.

Work in Reserve

Permanent Signing	All Required		$ 2,500.00
Furnish and Install 4-Bus Passenger Shelters, Type "B"	" "		10,000.00
1-1/2" Water Meter Installation	" "		700.00
		Subtotal	$ 13,200.00
		Engineering	1,800.00
		Total	$ 15,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	Tri-Met
Park and Ride Lot	$404,907	$373,405	$31,502
Reserve	15,000	13,833	1,167
Total	$419,907	$387,238	$32,669

Group 1 100%
Contract No. 9760
Prefix 626-1935
Prefix 626-1094

DAR:cm

9760.

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 31, 1985

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9760, On Site Work Substantially Completed 9-11-84

All Work Completed 4-30-85

Project NE Col. Blvd./NE Sandy Blvd. Park & Ride

Highway East Portland Freeway

County Multnomah

Type of Work Grade, pave, illum. & landscaping

Contractor Cascade Const. Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

[illegible] for report

noted
RWGormsen

1-30-86 - Surety letter written.

RECEIVED
JAN 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 13, 1985

In Reply Refer to
File No.:

CON 5

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Time Extension Request
NE Columbia Blvd.-NE Sandy Blvd.
Park and Ride Lot
FAP IR-205-7(92)313
Contract No. 9760

Your request for additional contract time in which to complete work on this project has been very carefully reviewed. A contract time adjustment of an additional 14 days is granted for completion of the parking lot work as follows:

1. Item 2 - Lack of control stakes - 4 days.
2. Item 3 - Wet subgrade - 10 days.

That portion of time requested in Item 1 - Rescheduling of the original bid letting from February 23 to March 22, 1984, does not comply with the time provisions of Sections 108.08 and 108.09 of the contract Standard Specifications and therefore cannot be considered.

The adjusted contract completion date for work on the parking lot phase is July 14, 1984. There remains 26 calendar days of liquidated damages under the contract.

Should you wish to review this matter further, or to submit additional data, please contact Project Manager Charles Lobaugh.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:mk

bc: C. O. Fredrickson
Marion Craft w/att.
Chuck Lobaugh w/att.
FHWA w/att.
Bruce Walton - Note: 10 days are participating,
4 days non-participating.

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: April 22, 1985

Marion Craft

FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT: NE COLUMBIA BLVD.-NE SANDY BLVD.
PARK & RIDE LOT
Contract No. ~~9716~~
9760

Attached is the contractor's request for adjustment of contract time in which he lists four reasons for the overrun, and these reasons total up to 52 days. He has asked for 40 days, which is the amount of the overrun.

Chuck Lobaugh's letter of analysis and recommendation is also included. Chuck lists the pertinent dates and facts concerning this contract and analyzes the four individual requests as submitted by the contractor.

I don't have anything different to add and don't feel I can improve on Chuck's analysis, and concur in his recommendation that we grant 14 days for the reasons listed in Chuck's letter.

If you have any questions or need more information please let Chuck or me know.

MC/gw
Attachment
cc Chuck Lobaugh

CE.... CAE .... RECEIVED LS...... TC......
SA...... CC......
COE.... OM....
OE .... APR 23 1985 FE ...... CP......
FOC..............
CA..............
CONSTRUCTION CCS..............
CAM ....
SECTION FILE. ....
EEO...... ....

5-10-85
I concur w/ Region
C.D. Jackmond

copy to W.E. Schwartz
Marion Craft.
Chuck Lobaugh
Bruce Walton

.1307

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. Columbia Blvd./ N.E. Sandy Blvd. Park and Ride Lot

WEEK ENDING: May 3, 1985

SECTION PREFIX: 626-1094

HIGHWAY: East Portland Freeway

COUNTY: Multnomah

NAME OF JOB: Columbia/Sandy Park & Ride

KIND OF WORK: Grading, Paving, Illumination, Landscaping

CONTRACTOR: Cascade Construction Company

CONTRACT NUMBER: 9760

FEDERAL AID PROJECT NUMBER: IR-205-7(92)313

DATE OF CONTRACT: April 10, 1984

DATE WORK STARTED: April 16, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: a)6-30-84 b)10-31-84

PERCENT OF TIME ELAPSED: a) 196 b) 76

PROJECT AUTHORIZATION: $ 419,889.85

EXCLUSIVE OF ENGINEERING: $ 386,594.62

ENGINEERING AUTHORIZATION: $ 33,295.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 389,179.74

ENGINEERING COST TO DATE: $ 68,129.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED PERCENT: OVERRUN 1 %

PERCENT OF AUTHORIZATION: 200 %

DATE PROJECT WAS COMPLETED: September 11,1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Illumin.	Landscap.
	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,770 CY	5,075 T			2,350 T
TOTAL QUANTITIES CORRECTED TO DATE	4,200 CY	6,025 T			2,669 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,200 CY	6,025 T			2,669 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28				
MONDAY 29				
TUESDAY 30				
WEDNESDAY 1				
THURSDAY 2				
FRIDAY 3				
SATURDAY 27				

RECEIVED
MAY 07 1985
CONSTRUCTION SECTION
CE F CAE .... LS...... TC......
COE... OM.... SA...... CC......
OE .... FE ...... CP ......
CA................ PQC.. ....
CAM........ OCS
EEO............ FILE. ....

CONTR. NO: 9760

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

28 SUNDAY	No activity April 27 thru May 3, 1985
29 MONDAY	
30 TUESDAY	
1 WEDNESDAY	
2 THURSDAY	
3 FRIDAY	
27 SATURDAY	

REMARKS

The Semi-Final was submitted May 3, 1985.

SIGNED Donald [illegible] LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

DATE: November 8, 1984

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

CON 5

SUBJECT: Request for Increase in Project Authorization
NE Columbia Blvd./NE Sandy Blvd. Park & Ride Lot Section
East Portland Freeway, Multnomah County
Contract No. 9760

This park and ride lot utilzing Interstate Resurfacing funds is now complete except for plant establishment. It is apparent that the final cost will exceed the project authorization by $45,000 or 10.7 percent.

Additional landscaping was added to the contract and additional aggregate base was required as bedding for curb work. Additional aggregate base and asphalt concrete was also required due to extending the paving limits to cover the relocated gas line along Sandy Blvd.

Construction engineering also overran. This was due in part to work related to a revised curb line and late project completion.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $45,000 to a new total of $464,889.85. This matter will be on the consent calendar for the November 20 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

HHP:mk lks

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 31, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
NE Columbia Blvd./NE Sandy Blvd. Park & Ride Lot Section
East Portland Freeway, Multnomah County
Contract No. 9760

This park and ride lot utilizing Interstate Resurfacing funds is now complete except for plant establishment. It is apparent that the final cost will exceed the project authorization by $45,000 or 10.7 percent.

Additional landscaping was added to the contract and additional aggregate base was required as bedding for curb work. Additional aggregate base and asphalt concrete was also required due to extending the paving limits to cover the relocated gas line along Sandy Blvd.

Construction engineering also overran. This was due in part to work related to a revised curb line and late project completion.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $45,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Charles Lobaugh
B. M. Walton
W. F. Cobine

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 7 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1367

Contains Recycled Materials

STATE COPY

r11

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon

IN COMPANY WITH: Marion Craft & Chuck Lobaugh, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10/10/84	T. P. Lowe, Area Engineer Original Signed by T. P. LOWE	IR-205-7(92)313

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	*Satisfactory	76 %	100 %

PARK & RIDE LOT NE COLUMBIA BLVD-NE SANDY BLVD
EAST PORTLAND FREEWAY
Grading, Paving, Illumination & Landscaping

This project provided for the construction of a park and ride lot at the subject location.

*The completion times on this contract were broken into 2 phases, A and B. The contractor overran phase A 196 percent but completed the overall project, that is, phase B within 76 percent of the specified contract time. Liquidated damages are currently being charged for the overrun in phase A.

The project manager advised me on 10/18/84 that officials from Tri-Met had inspected the facility and were completely satisfied.

The completed project appears to have been constructed in conformance with the contract requirements and, therefore, acceptance is recommended.

NOTED
W. E. SCHWARTZ

ay
11/1

RECEIVED
STATE HWY ENGR
OCT 31 '84
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA-1446A (Rev. 2-84) (Supersedes FHWA-1446 dtd 12-73 & FHWA-1446A dtd 12-73 which are not to be used)

7760

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IR-205-7(92)313

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30151

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
5/11/84

8. FEDERAL ROUTE NUMBER
Interstate 205

9. STATE ROUTE NUMBER
Primary 64

10. GENERAL LOCATION:
NE Columbia Blvd - NE Sandy Blvd

11. GENERAL DESCRIPTION OF WORK
Furnish and install water meter

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5/11/84 as requested in Mr. Fredrickson's letter of 6/21/84 as being cost effective for the use of Parkrose Water District forces to proceed with the above work. State Force Order No. 3 representing work to be done by Parkrose Water District forces is approved for a TEC of $700; Federal Funds $645.

RECEIVED
STATE HWY ENGR
JUN 29 '84
REFER TO
Potter
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

Orig. to
7/2

14. DATE
6/27/84

15. SIGNATURE OF APPROVING OFFICIAL
G. K. H

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

976

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-205-7(92)313

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30151

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 26 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
6/26

7. DATE AUTHORIZATION EFFECTIVE 5-11-84

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

N.E. Columbia Blvd. - N.E. Sandy Blvd.

11. GENERAL DESCRIPTION OF WORK

Furnish and install four bus shelters

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5-11-84 as requested in Mr. Fredrickson's letter of 6-19-84 as being cost effective for the use of Tri Met forces to proceed with the above work. State Force Order No. 4 representing work to be done by Tri-Met Forces is approved for TEC of $10,908 Federal Funds $10,035.

14. DATE 6/22/84

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9760

F

April 23, 1984

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

CON 3
#9760

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9760 for work on the N.E. Columbia Boulevard-N.E. Sandy Boulevard Park and Ride Lot Section of the East Portland Freeway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Encl.

cc: The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Don Reger & Company, Inc.
200 S.W. Market Street, Suite 210
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
Charles Lobaugh
L. E. George
Merle Anderson

Cascade Construction Company, Inc.
General Contractors
P.O. BOX 4267 • PORTLAND, OREGON 97208 • TELEPHONE 222-6421

TRANSMITTAL NOTICE

To: Oregon Transportation Commission
Dept. of Transportation
Highway Division
121 Transportation Building
Salem, OR 97310

Date: April 12, 1984

Transmitted herewith:

NO. OF COPIES	DATED	TITLE
2	4-10-84	Contracts for N. E. Columbia Blvd. - N. E. Sandy Blvd. Park and Ride Lot OSHD 9760

MEMORANDUM

Insurance Certificates to follow.

For further processing

RECEIVED
APR 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Enc: X

cc: 4-8

CASCADE CONSTRUCTION COMPANY, INC.

By George R. Morton
George R. Morton, Vice Pres. Eng.

Equal Opportunity Employer

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

March 23, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

RE: Park and Ride
OSHD Columbia Blvd./Sandy Blvd. #9760

TO WHOM IT MAY CONCERN:

Our documentation of our intent to sign subcontracts with certain DBE and WBE firms is attached. These firms will receive the same material for their records.

Our percentages are as follows:

DBE	$28,198.98	8%
WBE	$50,582.25	14%

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson

Larry E. Hanson
Project Coordinator

LEH:mk

Enclosure

RECEIVED
MAR 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay [illegible]

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

March 23, 1984

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, OR 97266

RE: Park and Ride OSHD Project
Columbia/Sandy Blvd.

Dear Ms. Aichele:

Upon receiving a contract from the OSHD for the above mentioned project we intend to issue a subcontract to your firm for the folowing items:

11	Furnishing and Placing Topsoil	790	C. Y.	7.00	5,530.00
30	Furnishing and Planting Deciduous Trees, 2½" Caliper	9	Each	100.00	900.00
31	Furnishing and Planting Deciduous Trees, 2" Caliper	35	Each	60.00	2,100.00
32	Furnishing and Planting Conifer Trees	50	Each	40.00	2,000.00
33	Furnishing and Planting Shrubs	2,039	Each	3.75	7,646.25
34	Furnishing and Planting Vines	7,235	Each	0.60	4,341.00
35	Soil Conditioner	265	C.Y.	13.00	3,445.00
36	Bark Mulch	38	Units	120.00	4,560.00
37	Irrigation System	1	L. S.		18,000.00
	Total Amount				48,522.25

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson
Project Coordinator

RECEIVED
MAR 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LEH:mk

cc: 4-8

cc Kay Turner

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

March 23, 1984

The Lady's Construction Co.
P. O. Box H
West Linn, OR 97068

RE: Park & Ride OSHD Project
N. E. Columbia Blvd. / N. E. Sandy Blvd.

Dear Ms. Pierce:

Upon receiving a contract from the OSHD for the above mentioned project we intend to issue a subcontract to your firm for the following work:

3	Temporary Signs	150 S. F.	7.00	1,050.00
4	Temporary Barricades	13 Each	50.00	650.00
5	Tempoary Plastic Safety Markers	10 Each	36.00	360.00
		Total Amount		2,060.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson
Project Coordinator

LEH:mk

cc: 4-8

RECEIVED
MAR 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

March 23, 1984

Dirt & Aggregate Interchange, Inc.
20905 N. E. Sandy Blvd.
Troutdale, OR 97060

RE: Park & Ride OSHD Project
N. E. Columbia Blvd. / N. E. Sandy Blvd.

Dear Sir:

Upon receiving a contract from the OSHD for the above mentioned project we intend to issue you a subcontract for the following items:

1	Mobilization		L.S.		1,500.00
9	Trench Excavation	730	C.Y.	5.50	4,015.00
16	10-inch Sewer Pipe	1,834	L.F.	9.00	16,506.00
17	12-inch Sewer Pipe	352	L.F.	13.95	4,910.40
18	15-inch Sewer Pipe	78	L.F.	16.25	1,267.50
			Total Amount		28,198.90

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson
Project Coordinator

LEH:mk

cc: 4-8

RECEIVED
MAR 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9760

TLa 8-1
E

STATE OF OREGON INTEROFFICE MEMO

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

to Columbia
River to
Sandy River

TO: FILES

DATE: April 5, 1984

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 22, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened March 22, 1984 on the following projects:

1. Cascade Highway N @ Johnson Creek Boulevard
   Clackamas County
   Traffic Signals

   Pedestrian signals and sidewalk ramps will be installed for pedestrian/bicycle use.

2. Powers Junction-Shields Creek and
   Powers Junction-Warner Creek
   Coos Bay-Roseburg and Powers Highways
   Coos and Douglas Counties
   Paving

   Overlay. Eight-foot shoulders on Coos Bay-Roseburg Highway and four-foot shoulders on Powers Highway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Deschutes River (General Patch) Bridge
   South Century Drive, Deschutes County
   Grading, Paving and Structure

   Twelve-foot lanes with six-foot shoulders on structure and roadway. A six-foot bicycle path will also be constructed under the bridge connecting the park areas.

4. Lava Butte-Fremont Highway Junction
   The Dalles-California Highway-Old Shevlin Camp Road
   The Dalles-California and Fremont Highways

   Variable shoulders, four to eight feet, sufficient for bicycle use. The Dalles-California will be striped and signed with bike lane to S. Century Drive at M.P. 133.1.

5. Soams Curve
   Florence-Eugene Highway, Lane County
   Grading and Paving

   Twelve-foot lanes with five-foot shoulders. Shoulders will be striped and stenciled for bike lanes.

6. "Q" Street-S. "A" Street
   Springfield (2nd and 3rd Streets) Highway
   Lane County
   Paving
   Overlay Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. Johnson Creek Bridge (Gresham)
   Towle Avenue, Multnomah County
   Structure

   Five-foot sidewalks and four-foot shoulders on roadway and sturcture for bicycle and pedestrian use. Project has been designed to enable connection to a proposed future Johnson Creek Bikeway.

8. Project withdrawn.

9. NE Columbia Blvd-NE Sandy Blvd Park and Ride Lot
   Est Portland Freeway, Multnomah County
   Sidewalks and Bicycle Parking Facilities are Being Contructed.

10. Minam Grade
    Wallows Lake Highway, Union County
    Guardrail

    Same as No. 6.

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell

9760

March 26, 1984

PRO-ACC

Mr. John R. Post
Acting Planning Director
TRI-MET
4012 SE 17th Avenue
Portland, OR 97214

Attn: Lee Harnes — Hames

Dear Mr. Post:

On March 22, 1984 we received a satisfactory bid from Cascade Construction Company, Portland, OR, for the NE Columbia Blvd./NE Sandy Blvd. Park and Ride Lot.

The Preliminary Engineering and Construction-Finance Agreement No. 7912 requires TRI-MET to deposit its share of the project cost at this time. TRI-MET share is computed as follows:

Contractor's Bid		$351,922.00
Anticipated Additional Items:		
Permanent Signing	$ 2,500	
Permanent Striping	4,600	
Furnish & Install 4 Bus Passenger Shelters	10,000	
1 1/2" Water Meter	700	
Water for Plant Establishment	225	18,025.00
SUBTOTAL		$369,945.00
Contingencies (4 1/2%)		16,647.62
Engineering (9%)		33,295.23
TOTAL CONST. COST		$419,887.85
Estimated Preliminary Engineering		38,000.00
TOTAL ESTIMATED COST		$457,887.85
Less Federal Funds		(421,257.85)
TRI-MET SHARE		$ 36,630.00

Please submit your $36,630, which should arrive not later than April 13, 1984, using one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED
G. A. POTTER

Gary A. Potter, Manager
Program Section

Received 4-10-84
R.A.D.
LGIP

GEZ:pf
Attachment
bcc w/AD #84-22: Wayne Schulte, Metro Region
Vern Skoog-Please return completed AD #84-22 when advance deposit is received.

2

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-205-7(92)313

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30151

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/29/84

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Columbia Blvd/Sandy Blvd. Park and Ride Section

11. GENERAL DESCRIPTION OF WORK

Grade, Pave, Illumination and Landscaping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your revised "PS&E" Estimate dated 2/28/84

13. REMARKS

As requested by Mr. Potter's letter of 2/28/84 I approve the revised PS&E documents for a TEC of $534,110, Federal Funds $492,556.

RECEIVED
STATE HWY ENGR
MAR 14 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig. to
3/14

14. DATE 2/29/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-205-7(92)313

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

2-1-84

4. PROGRAM NO.

5. ITEM NO. 30151

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/1/84	8. FEDERAL ROUTE NUMBER Interstate 205	9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Columbia Blvd/Sandy Blvd Park and Ride Section

11. GENERAL DESCRIPTION OF WORK

Grade, pave, illumination and landscaping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 1/30/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 1/30/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $512,480 Federal Funds $472,609.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
FEB 15 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig w/att.
2/15

14. DATE 2/1/84	15. SIGNATURE OF APPROVING OFFICIAL G. K. H	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

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                                        626   1933     916       00 P 1        244.50          8,831.58          22,520.51
                                        626   1933     920       00 P 1                                              16.56
                                                       TOT          P1          244.50          8,831.58          22,537.07
                                                    ** JOB TOTALS **            244.50  **      8,831.58  **      22,537.07  **

 BANFIELD CORR TRAFFIC           CONT NO         FA PROJ NOS X10 0068009 100                                                  STATE
                                        626   1934     921       00 P 1                              3.34               3.34
                                        626   1934     935       00 P 1        102.24              102.24             102.24
                                        626   1934     936       00 P 1                          1,792.79           1,792.79
                                                       TOT          P1          102.24          1,898.37           1,898.37
                                                    ** JOB TOTALS **            102.24  **      1,898.37  **       1,898.37  **

 COL BVD/SANDY BVD PK&RIDE       CONT NO         FA PROJ NOS IR  2057088 100                                                  STATE
                                        626   1935     296       00 N 9      3,031.86CR       18,429.35CR        18,429.35CR
                                        626   1935     298       00 N 9      8,031.86         18,429.35          18,429.35
                                        626   1935     901       00 P 1        234.74          8,842.13           8,842.13
                                        626   1935     901       00 N 1                          249.09             249.09
                                        626   1935     905       00 P 1      2,291.11          8,123.85           8,123.85
                                        626   1935     906       00 P 1      1,450.27          3,064.32           3,064.32
                                        626   1935     910       00 P 1                          347.41             347.41
                                        626   1935     912       00 P 1      1,864.72          2,480.95           2,480.95
                                        626   1935     913       00 P 1                          188.42             188.42
                                        626   1935     914       00 P 1        142.76            142.76             142.76
                                        626   1935     918       00 P 1                            3.94               3.94
                                        626   1935     920       00 P 1        162.57            251.43             251.43
                                        626   1935     921       00 P 1      2,287.60          2,751.15           2,751.15
```

2-84

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAR 20 1984
MAN. ASSIST. ______ ~~PROGRAM UNIT~~ ______
REFER TO ______
FOR ______

```
 ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                         FEBRUARY 1984        PAGE  825

                                                                                       FISCAL           GRAND TOTAL
           DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                                        626   1935     923       00 P 1        973.90          1,570.66           1,570.66
                                        626   1935     932       00 P 1         87.83             87.83              87.83
                                        626   1935     933       00 P 1                          243.42             243.42
                                        626   1935     936       00 P 1                          528.34             528.34
                                        626   1935     950       00 P 1         33.04            884.54             884.54
                                                       TOT          P1        9,528.54         29,511.15          29,511.15
                                                       TOT          N1                           249.09             249.09
                                                    ** JOB TOTALS **          9,528.54  **     29,760.24  **      29,760.24  **

 MARQ BR-SW HAINES RD            CONT NO         FA PROJ NOS IRG 0055079 100                                                  STATE
                                        626   1936     296       00 N 9        324.62CR        7,454.00CR         7,454.00CR
                                        626   1936     298       00 N 9        324.62          7,454.00           7,454.00
                                        626   1936     901       00 P 1      1,968.27          2,235.64           2,235.64
                                        626   1936     918       00 P 1                           65.62              65.62
                                        626   1936     923       00 P 1                           69.44              69.44
                                        626   1936     933       00 P 1                        4,766.70           4,766.70
                                        626   1936     933       00 N 1                           13.43              13.43
```

9760

DETAIL TRANSACTIONS - EXPENDITURES & LEDGERS
FOR 02/84
MICROFICHE

ACT084

MO	ACR	YR	VOUCHER NO	PREFIX	FUNCTION	SUB F	OBJECT	P/11	FUND	TOTALS	CREW	HRS
02	4	84	85125	626 1935	921		1	P1	G	40.14	00705	002
02	4	84	85125	626 1935	921		1	P1	G	195.20	00705	008
02	4	84	85125	626 1935	921		1	P1	G	1,444.86	00705	072
02	4	84	85203	626 1935	921		1	P1	G	95.01	00700	011
02	4	84	29849	626 1935	921		33	P1	G	350.39		000
02	4	84	29286	626 1935	921		160	P1	G	11.00	99400	000
02	4	84	29285	626 1935	921		172	P1	G	151.00	99400	000
02	4	84	85129	626 1935	923		1	P1	G	33.04	01900	002
02	4	84	85129	626 1935	923		1	P1	G	57.40	01900	003
02	4	84	85129	626 1935	923		1	P1	G	154.76	01900	007
02	4	84	85129	626 1935	923		1	P1	G	207.90	01900	037
02	4	84	85063	626 1935	923		152	P1	G	14.80	01900	000
02	4	84	84969	626 1935	923		160	P1	G	1.50	00600	000
02	4	84	29287	626 1935	923		160	P1	G	1.80	99400	000
02	4	84	29287	626 1935	923		160	P1	G	2.70	99400	000
02	4	84	85121	626 1935	932		1	P1	G	16.52	00401	001
02	4	84	85121	626 1935	932		1	P1	G	23.22	00401	001
02	4	84	85121	626 1935	932		1	P1	G	30.79	00401	003
02	4	84	85175	626 1935	932		1	P1	G	17.30	00401	001
02	4	84	85124	626 1935	950		1	P1	G	33.04	00701	002
										29,760.24 *		
01				626 1936						7,467.43		
02	4	84	84903	626 1936	296			N9	G	3.92CR	Y020	384
02	4	84	85096	626 1936	296			N9	G	320.70CR	Y022	184
02	4	84	84903	626 1936	298			N9	G	3.92	Y020	384
02	4	84	85096	626 1936	298			N9	G	320.70	Y022	184
02	4	84	85130	626 1936	901		1	P1	G	74.61	02012	008
02	4	84	85130	626 1936	901		1	P1	G	122.01	02013	005
02	4	84	85130	626 1936	901		1	P1	G	127.14	02012	013
02	4	84	85130	626 1936	901		1	P1	G	139.34	02012	006
02	4	84	85130	626 1936	901		1	P1	G	223.83	02012	024
02	4	84	85130	626 1936	901		1	P1	G	327.53	02012	032
02	4	84	85130	626 1936	901		1	P1	G	327.53	02012	032
02	4	84	85130	626 1936	901		1	P1	G	393.87	02012	029
02	4	84	85192	626 1936	901		1	P1	G	48.67	02012	002
02	4	84	85196	626 1936	901		1	P1	G	76.69	02013	003
02	4	84	85063	626 1936	901		152	P1	G	107.05	02012	000
02	4	84	85193	626 1936	936		1	P1	G	27.09	02100	002
										9,462.79 *		
01				626 1939						1,284.51		

FEBRUARY 29 1984

ACTO84

DETAIL TRANSACTIONS - EXPENDITURES & LEDGERS

FOR 02/84
MICROFICHE

MO	ACR	YR	VOUCHER NO	PREFIX	FUNCTION	SUB F	OBJECT	P/N	FUND	TOTALS	CREW	HRS
02	4	84	84903	626 1935	296			N9	G	1,474.20CR	Y020	384
02	4	84	85087	626 1935	296			N9	G	0.83CR	Y020	784
02	4	84	85096	626 1935	296			N9	G	6,556.83CR	Y022	184
02	4	84	84903	626 1935	298			N9	G	1,474.20	Y020	384
02	4	84	85087	626 1935	298			N9	G	0.83	Y020	784
02	4	84	85096	626 1935	298			N9	G	6,556.83	Y022	184
02	4	84	85125	626 1935	901		1	P1	G	72.75	00800	004
02	4	84	85203	626 1935	901		1	P1	G	59.75	00800	004
02	4	84	85196	626 1935	901		1	P1	G	102.24	02013	004
02	4	84	85124	626 1935	905		1	P1	G	33.04	00701	002
02	4	84	85124	626 1935	905		1	P1	G	93.15	00701	003
02	4	84	85124	626 1935	905		1	P1	G	116.12	00701	005
02	4	84	85124	626 1935	905		1	P1	G	132.13	00701	008
02	4	84	85124	626 1935	905		1	P1	G	132.13	00701	008
02	4	84	85124	626 1935	905		1	P1	G	133.06	00701	013
02	4	84	85124	626 1935	905		1	P1	G	146.39	00701	006
02	4	84	85124	626 1935	905		1	P1	G	154.76	00701	007
02	4	84	85124	626 1935	905		1	P1	G	235.89	00701	015
02	4	84	85124	626 1935	905		1	P1	G	291.02	00701	016
02	4	84	85124	626 1935	905		1	P1	G	602.02	00701	030
02	4	84	29286	626 1935	905		160	P1	G	30.60	99400	000
02	4	84	29287	626 1935	905		160	P1	G	1.80	99400	000
02	4	84	29287	626 1935	905		160	P1	G	4.50	99400	000
02	4	84	29287	626 1935	905		160	P1	G	5.40	99400	000
02	4	84	29287	626 1935	905		160	P1	G	42.30	99400	000
02	4	84	29287	626 1935	905		160	P1	G	136.80	99400	000
02	4	84	85127	626 1935	906		1	P1	G	251.63	01003	016
02	4	84	85127	626 1935	906		1	P1	G	321.93	01003	012
02	4	84	85127	626 1935	906		1	P1	G	756.40	01003	031
02	4	84	29287	626 1935	906		160	P1	G	10.50	99400	000
02	4	84	29984	626 1935	906		161	P1	G	42.53		000
02	4	84	84943	626 1935	906		176	P1	G	67.28		000
02	4	84	85125	626 1935	912		1	P1	G	726.69	00704	044
02	4	84	85125	626 1935	912		1	P1	G	859.33	00704	037
02	4	84	29286	626 1935	912		160	P1	G	144.00	99400	000
02	4	84	29287	626 1935	912		160	P1	G	8.40	99400	000
02	4	84	29287	626 1935	912		160	P1	G	51.60	99400	000
02	4	84	29287	626 1935	912		160	P1	G	74.70	99400	000
02	4	84	55131	626 1935	914		1	P1	G	140.48	02016	007
02	4	84	85063	626 1935	914		152	P1	G	2.28	02016	000
02	4	84	85123	626 1935	920		1	P1	G	162.57	00600	007

FEBRUARY 28 1984

9760

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 30, 1984

FEDERAL AID PROJECT NO. IR-205-7(92)313

N.E. Columbia Blvd./N.E. Sandy Blvd. Park and Ride Lot
East Portland Freeway
Multnomah County

PS&E

TYPE CODE Y108
PARK AND RIDE LOT

Mobilization			All Required	$ 32,500.00
Temporary Protection and Direction of Traffic	150	Sq. Ft.	6.00	1,400.00
Temporary Signs	150	Sq. Ft.	6.00	900.00
Temporary Barricades	13	Each	80.00	1,040.00
Temporary Plastic Safety Markers	10	Each	60.00	600.00
Flagmen	50	Hour	20.00	1,000.00
Removal of Structures and Obstructions			All Required	1,500.00
General Excavation	4,770	Cu. Yd.	3.50	16,695.00
Trench Excavation	730	Cu. Yd.	8.00	5,840.00
Finishing Roadbed and Slopes			All Required	2,500.00
Furnishing and Placing Topsoil	420	Cu. Yd.	10.00	4,200.00
Watering	140	M. Gal.	8.00	1,120.00
3/4"-0 Aggregate Base	5,075	Ton	7.00	35,525.00
Class "B" or Class "C" Asphalt	2,350	Ton	28.00	65,800.00
Reinforced Concrete Pavement	3,200	Sq. Yd.	30.00	96,000.00
10-inch Sewer Pipe	1,834	Lin. Ft.	8.50	15,589.00
12-inch Sewer Pipe	352	Lin. Ft.	15.00	5,280.00
15-inch Sewer Pipe	78	Lin. Ft.	20.00	1,560.00
Concrete Inlets, Type "P"	17	Each	275.00	4,675.00
Concrete Inlets, Type "CG-1"	8	Each	325.00	2,600.00
Concrete Walks	2,650	Sq. Yd.	10.50	27,825.00
Concrete Curbs	6,200	Lin. Ft.	4.00	24,800.00
Bike Lockers	4	Each	800.00	3,200.00
Bike Shelters	1	Each	7,500.00	7,500.00
Bike Racks	4	Each	200.00	800.00
Pole Foundations			All Required	8,000.00
Roadway Lighting Poles and Arms			All Required	12,000.00
Luminaires, Lamps and Ballasts			All Required	6,000.00
Switching, Conduit, Wiring, Etc.			All Required	10,000.00
Furnishing and Planting Deciduous Trees, 2 1/2" Caliper	9	Each	175.00	1,575.00
Furnishing and Planting Deciduous Trees, 2" Caliper	30	Each	120.00	3,600.00
Furnishing and Planting Conifer Trees	29	Each	40.00	1,160.00
Furnishing and Planting Shrubs	1,353	Each	6.00	8,118.00
Furnishing and Planting Vines	4,120	Each	0.65	2,678.00
Soil Conditioner	140	Cu. Yd.	12.00	1,680.00
Bark Mulch	20	Unit	120.00	2,400.00
Irrigation System			All Required	15,850.00
				$ 433,510.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 4,600.00
Water for Plant Establishment Period	All Required	200.00
		$ 4,800.00
	SUBTOTAL	$ 438,310.00
	Engineering	59,170.00
	TOTAL	$ 497,170.00

Length of Project 0.00 mi.

WORK IN RESERVE

Permanent Signing	All Required	$ 2,500.00
Furnish and Install 4 Bus Passenger Shelters, Type "B"	All Required	10,000.00
1 1/2" Water Meter Installation	All Required	700.00
	SUBTOTAL	$ 13,200.00
	Engineering	1,800.00
	TOTAL	$ 15,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	City Funds
Park and Ride Lot	$497,480.00	$458,776.00	$38,704.00
Reserve	15,000.00	13,833.00	1,167.00
Total	$512,480.00	$472,609.00	$39,871.00

Group 1 100%
Cont. No.
Prefix: 626-1935
Prefix: 626-10

DAR:lks

976

1-205N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 3

TO: Don Adams
Final Design Engineer

DATE: January 12, 1984

FROM: John Grassman
Bicycle Program Coordinator

SUBJECT: Bicycle Racks
Columbia Blvd/Sandy Blvd Park & Ride Lot
East Portland Freeway
Multnomah County

Versteeg
Andersen
I Adams ✓
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JAN 13 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Our Metro Region, after consultation with Tri-Met and the City of Portland, has recommended the use of "Rack III" bicycle parking racks at the subject park and ride lot.

Because this is a proprietary item and only one "brand" was specified, I attempted to identify other manufacturers who marketed a similar product. After talking with several nationally-known experts, it appears that "Rack III" is the only bicycle rack currently produced in this country that provides (1) protection for the frame and both wheels, (2) accommodates the user's own lock, (3) provides a padlock cage, and (4) does not incorporate chains or cables (that might be cut).

If possible, the contract should specify "Rack III" or an approved equal.

JWG:ge

cc S. Macnab
J. Kaiser

OK
Incl. in contract
[illegible]

Henry
Check w/ John for location
May have to be done
as anticipated
item, by "others"
A

81-125-1387

September 14, 1983

Tri-Met
4012 SE 17th Avenue
Portland, OR 97202

AGR

MISC. CONTRACTS and
AGREEMENTS No. 211

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Columbia Boulevard/Sandy Boulevard Park and Ride Lot.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachments

bc: Don Harwell (agree. att.)

FKN:kjm

112 7-11-83 Pla 8-1

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST. .TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-205-7(88)313

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30151

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-11-83

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION: COLUMBIA BLVD / SANDY BLVD. PARK & RIDE

11. GENERAL DESCRIPTION OF WORK PRELIMINARY ENGINEERING

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
TEC $38,000 - FF $35,043
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated June 29, 1983

RECEIVED
STATE HWY ENGR
JUL 18 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 7/18

14. DATE 7-11-83

15. SIGNATURE OF APPROVING OFFICIAL Walach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

10189

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY A. POTTER, Manager
Program Section ATTN: D. E. SWAN

DATE: June 9, 1983

FROM: THEODORE A. SPENCE, Manager
Plan and Program

SUBJECT: Columbia Blvd./Sandy Blvd. Park and Ride Lot
East Portland Freeway
City of Portland
Multnomah County

Here is our programming packet for the Columbia Blvd./Sandy Blvd. Park and Ride Lot. Included are a project prospectus, copy of MSD Resolution No. 83-402, agreement information sheet, and a project sketch map.

This is proposed as an Interstate 4R project with Tri-Met supplying the local matching funds. This project is included on page 10 in the current Six-Year Highway Improvement Program as an FY '87 project. We now propose that this project be speeded up for construction in FY 1984. This project will help relieve the current traffic capacity problem in the Banfield corridor during construction of the Banfield transitway.

The MSD Council approved this project by passage of MSD Resolution No. 83-402, approved April 28, 1983 (copy enclosed). The resolution refers to this as the "Banfield TSM Park and Ride."

By the enclosed letter dated May 26, 1983 from Paul Bay, director of Planning and Development, Tri-Met has committed itself to supplying local match funds.

The Metro Environmental Unit has categorized this as a Class II Statewide Categorical Exclusion. There is no waterway involvement.

We have made estimates for the Region functions on the enclosed Survey Authority. The Location Section should add estimates for the Salem offices.

Please request FHWA approval and obligation of funds for preliminary engineering.

1-19-82 (6yr. Hip)

TAS:ECM:nm
Attachments

APPROVED ~~APRIL 28, 1983~~

xc:
Frank Terpin
Jim McClure
Curt Duval
Tom Schwab

Jon Rose
Jef Kaiser
Robin Brooks

D. E. Swan - Please add to PCS and Program

R. N. Bothman
George Bell
L. E. George
Gary Potter
F. E. Terpin
W. J. Hart
J. W. Boyd

R. Trygstad
Don Adams
Steve Macnab
Ed Johnson, Lab
Don Aman
Region 1:
  E. L. Hardt
  T. Spence
  J. Rose
  Steve Green

Contains Recycled Materials

TCS RECEIVED ME
US MAY - 2 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCORPORATE A SERIES OF PROJECTS TO MITIGATE TRAFFIC IMPACTS OF THE BANFIELD CONSTRUCTION PROGRAM)

RESOLUTION NO. 83-402

Introduced by the Joint Policy Advisory Committee on Transportation

WHEREAS, Through Resolution No. 82-353, the Metro Council adopted the TIP and its FY 1983 Annual Element; and

WHEREAS, From time to time changes in availability of federal funds and in project needs arise requiring amendments to the TIP; and

WHEREAS, To mitigate impacts of Banfield highway construction, a series of projects has been developed using Interstate Transfer and Interstate funds; and

WHEREAS, It is necessary that projects utilizing federal funds be included in the TIP in order to be federally obligated; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the following projects and their use of the noted federal funding sources:

a.	Banfield Corridor Rideshare Marketing Program-Interstate Transfer Reserve	$ 53,380
b.	Banfield Traffic Monitoring Program-Interstate Transfer Reserve	193,290
c.	Banfield TSM Park and Ride (Interstate 4-R Funds)	262,200
	Total	$508,870

2. In the event this Interstate Transfer source is not available an alternate Interstate Transfer source will be secured.

3. That the TIP and its Annual Element be amended to reflect these authorizations.

4. That the Metro Council finds the projects in accordance with the region's continuing cooperative, comprehensive planning process, and, thereby, gives Affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District this 28th day of April, 1983.

Cindy Banzer
Presiding Officer

BP/srb
8114B/283
04/04/83

Certified A True Copy of the Original Thereof
Everlee Flanigan
Clerk of the Council

STAFF REPORT

Agenda Item No. 7.4

Meeting Date April 28, 1983

CONSIDERATION OF RESOLUTION NO. 83-402 FOR THE PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCORPORATE A SERIES OF PROJECTS TO MITIGATE TRAFFIC IMPACTS OF THE BANFIELD CONSTRUCTION PROGRAM

Date: April 2, 1983 Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Due to the traffic impacts due to construction of the Banfield and several other Eastside highway projects, three projects are being proposed to reduce the negative impacts. These projects consist of:

1. Banfield Corridor Rideshare Marketing Program

To mitigate the impacts of the Banfield project, Tri-Met's marketing staff, in cooperation with ODOT and FHWA, has developed a rideshare program targeted to the East Multnomah County area. The program will include residential mailings, a Banfield Transit Hotline, employer contact activities, carpool parking program and promotion of park and ride activities. This project will use funding from the Interstate Transfer Regional Reserve with match by Tri-Met.

Marketing	$53,380

2. Banfield Traffic Monitoring Program

This project is geared to reducing traffic disruption by coordinating and channeling traffic flow to alternative routes on the Federal Aid system. Data will be collected to determine suitable alternates; signal modification and timing, traffic diverters, signing, striping, etc. will be implemented as needed. The source of funding will be from the Interstate Transfer Regional Reserve and state match.

Data Collection, Preliminary Engineering, Signalization	$ 23,290
Construction	170,000
Total	$193,290

3. Park and Ride Program

The objective of this project is to reduce traffic demands in the Banfield Corridor through construction of a park and ride lot at Sandy Blvd. and I-205. This action will serve to accelerate the first phase of the project currently programmed in FY 87 in the ODOT Six-Year Program. The next phase (a larger, long-term park and ride facility) is to be constructed at a later date by Tri-Met. The park and ride will consist of 380 spaces located in the vicinity of the I-205/Sandy Boulevard interchange, providing a connection to bus service on Sandy Blvd. Federal Aid Interstate 4-R Funds will be used with the state providing the match. This federal funding is already included in the TIP and ODOT Six-Year Plan and is being accelerated from FY 86 to FY 83.

No. 2
See Tri-Met
letter of May 26, 1983.

Preliminary Engineering	$ 18,400
Acquisition & Construction	243,800
Total	$262,200

TPAC and JPACT have reviewed and approved these projects.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adopting the attached Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Development Committee held no meeting, but did review the Resolution.

BP/srb
8114B/283
04/14/83

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00454

SECTION: Columbia Blvd./Sandy Blvd. Park & Ride Lot

REGION: Metro

STATE HIGHWAY # 64	HIGHWAY NAME East Portland Freeway	MILE POST FROM -- TO --	LENGTH --
☒ URBAN ☐ RURAL	CITY N/A	COUNTY Multnomah	ROAD/STREET NAME N/A
ROUTE # I-205	FEDERAL AID # FAI 205	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$
RIGHT OF WAY		$ 0
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$ 25	
TEMPORARY PROTECTION	$ 1	
Park & Ride Lot	$ 151	
40% ENGINEERING & CONTINGENCIES	$ 70	
TOTAL CONSTRUCTION		$ 247
TOTAL ESTIMATE		$

PROJECT DATA		
GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	
SIGNING	(✓)	✓
SIGNALS	(✓)	
ILLUMINATION	(✓)	✓
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	6
WORK TYPE	(1-12)	7

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	--
RIGHT OF WAY ACQUISITIONS	(S,C,A)	--

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAI-4R	RECOMMENDED PROGRAM YEAR FY 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	--	--
STRUCTURES (#)	--	--
SIGNALS (#)	--	--
BIKE PATH (Y/N)	--	--
AVERAGE DAILY TRAFFIC	N/A	N/A
YEAR OF AVERAGE DAILY TRAFFIC	N/A	N/A

DEFINE THE PROBLEM

During reconstruction of the Banfield Freeway, it is necessary to reduce the freeway by one travel lane. This will decrease the capacity in the Banfield corridor, which is already at capacity.

PROPOSED SOLUTION

A park and ride lot is one measure to reduce auto travel in the corridor. This proposed lot between Columbia Blvd. and Sandy Blvd., adjacent to I-205, will provide space for 290 vehicles.

REQUESTED, REGION ENGINEER
X
DATE 6/6/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS
X
DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION
X
DATE

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS,** whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Columbia Blvd./Sandy Blvd. Park & Ride Lot	KEY ID # 00454 REGION Metro

PROJECT JUSTIFICATION

A park and ride lot is one way to reduce auto travel in a capacity deficient corridor. This lot would provide 290 parking spaces.

This project is included on page 10 of the current Six-Year Highway Improvement Program. We are now proposing to build Unit 1 of this lot on the east side of I-205. A second unit may be constructed later on the west side of I-205.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00454

SECTION Columbia Blvd./Sandy Blvd. Park & Ride Lot

REGION Metro

[illegible] S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	E	PROJECT SIGNING	S	IRRIGATION	S	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#) 0	NEW (#) 0

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

UTILITIES S (LIST BELOW)

COMPANIES
Pacific Power & Light
Northwest Natural Gas
Parkrose Water District
Pacific Northwest Bell
Multnomah County Service District

DESIGN SPEED N/A

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							Undeveloped Parcel									
						New	Park and Ride Lot									

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

[illegible]

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 00454

SECTION Columbia Blvd./Sandy Blvd. Park and Ride Lot

REGION Metro

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1		May 31, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$16,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	--		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	--		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	2,000	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	--	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	500	
910 REGION GEOLOGIST	500		924 D.O.T.			955 R/W RELOC. ASSISTANCE	--	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	--		980 PUBLIC HEARING	--	
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	500		932 RAILROAD & UTILITIES					

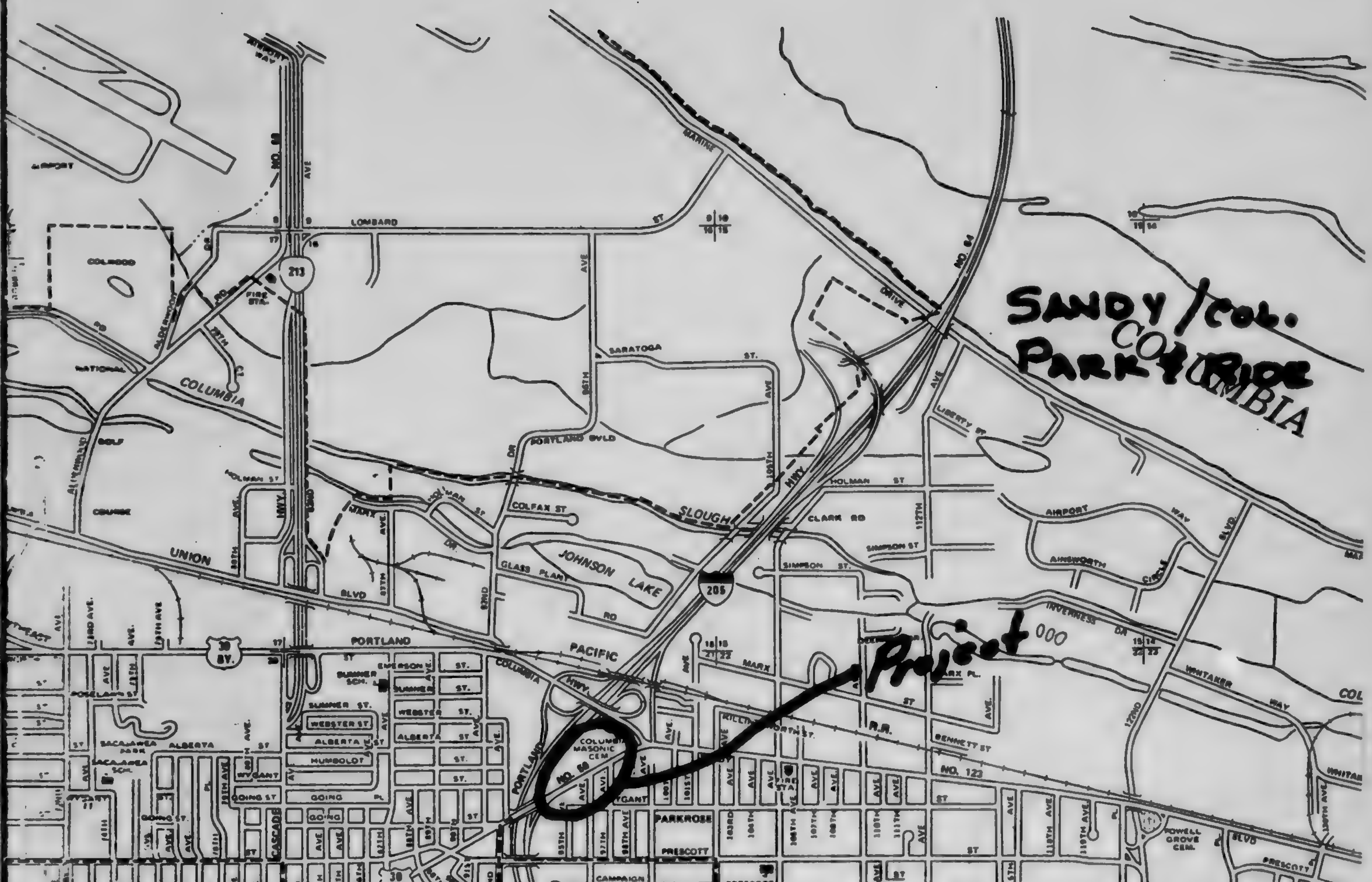
RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

PREPARED BY	DATE 6-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 6/6/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	


AIRPORT
LOMBARD ST
COLWOOD
NATIONAL
GOLF COURSE
COLUMBIA
SLOUGH
UNION BLVD
PORTLAND
PACIFIC
COLUMBIA HWY
JOHNSON LAKE
GLASS PLANT RD
205
213
84
30 BY.
30 BUS.
SARATOGA ST.
PORTLAND BLVD
HOLMAN ST
COLFAX ST
CLARK RD
SIMPSON ST
MARX
AIRPORT WAY
AINSWORTH CIRCLE
INVERNESS DR
WHITAKER WAY
SANDY BLVD
R.R.
BENNETT ST
COLUMBIA MASONIC CEM.
NO. 30
NO. 123
PARKROSE
PRESCOTT
CAMPAIGN
SKIDMORE
MASON
SHAVER
FAILING ST
ALTON ST.
BEECH
MAYWOOD PARK
Pop. 1000
PRESCOTT SCH.
PARKROSE HIGH SCHOOL
FREMONT JUNIOR HIGH SCHOOL
POWELL GROVE CEM.
SUMNER SCH.
SACAJAWEA PARK
SHRINERS HOSP. FOR CRIPPLED CHILDREN
JUDSON BAPTIST JUNIOR COLLEGE
ROCKY BUTTE
ROCKY BUTTE STATE PARK
FREMONT
KLICKITAT
FARGO
SISKIYOU
MORRIS
KNOTT
RUSSELL
BRAZEE
SACRAMENTO
THOMPSON
TILLAMOOK
SAN RAFAEL
HANCOCK
BROADWAY
HALSEY
CLACKAMAS
WASCO
MADISON HIGH SCHOOL
CITY COURSE
LEE SCH.
HANCOCK PARK
GLENHAVEN SCH.
KNOTT ST SCH.
KNOTT ST. PARK
SACRAMENTO SCH.
MERRIFIELD PLAYGROUND
WOODLAND PARK HOSP.
RUSSELL SCH.
JOHN LUBY PARK
PARKROSE HEIGHTS JUNIOR HIGH
BEECH PARK
SHAVER SCH.
CASCADE
82ND
102ND
122ND
I-84
30

SANDY/COL. PARK & RIDE

Project

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET
4012 SE 17th AVENUE
PORTLAND, OREGON 97202

May 26, 1983

Ted Spence
Oregon Department of Transportation
9002 SE Milwaukie Avenue
Milwaukie, Oregon 97222

Dear Ted:

The purpose of this memo is to confirm Tri-Met's intent to provide the local match on the Sandy/Parkrose Park and Ride Lot. The local share will be assessed at 8% of the final construction cost estimate. Tri-Met prefers the engineering design that provides a turnaround site for our buses, off street. Current estimates for the project are at $240,000 although final design may alter this estimate.

Sincerely,

Paul Bay LEH

Paul N. Bay, Executive Director
Planning and Development Division

PNB/ac

cc: Bob Post
Lee Hames
Bill Lieberman

7160

E. Ptld Fwy N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

~~Multnomah County~~

SECTION Columbia Blvd./Sandy Blvd. Park and Ride Lot	KEY ID# 00454
	REGION Metro

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	626-1935	May 31, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$16,000	$ 16,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 500	$ 500
902 CITIZEN'S INVOLVEMENT	--	--	916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	--	--	918 LOCATION			935 SOILS	500	500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	2,000	2,000
905 FINAL DESIGN	4,200	4,200	920 PROGRAM MANAGEMENT	300	300	937 HYDRAULICS		
906 BRIDGE DESIGN	4,000	4,000	921 SPECIFICATIONS	3,000	3,000	938 REGION ENVIRONMENT	--	--
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING	500	500
910 REGION GEOLOGIST	500	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE	--	--
911 TRAFFIC SECTION	500	500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE	5,000	5,000	926 FOUNDATION	--	--	980 PUBLIC HEARING	--	--
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	500	500	932 RAILROAD & UTILITIES	200	200			
						TOTALS	$38,000	$ 38,000
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER IR-205-7(88)313						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

1 Versteeg ↓

ay Anderson

2 Adams

ay Haenstler

3 Stoudemire

Treat

4 Treat

ay Wakerlig

RECEIVED

AUG 01 1983

ROAD DESIGN SECTION

Ly/E

Do Not File ☐

Return to

Bring Up

Action

On HIP 395,000 FAI-4R FY 87

PREPARED BY	DATE 6-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 7/21/83
RECOMMENDED, REGION ENGINEER X	DATE 6/6/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 7-20
RECOMMENDED, LOCATION ENGINEER X George	DATE 7/19/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-11-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00454	
SECTION Columbia Blvd./Sandy Blvd. Park & Ride Lot	REGION Metro

STATE HIGHWAY # 64	HIGHWAY NAME East Portland Freeway	MILE POST FROM -- TO --	LENGTH --
☒ URBAN ☐ RURAL	CITY N/A	COUNTY Multnomah	ROAD/STREET NAME N/A
ROUTE # -205	FEDERAL AID # FAI 205	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 38	GRADING (✓)	✓	FILES (#)	0
RIGHT OF WAY	$ 0	PAVING (✓)	✓	ACRES (#)	0
ROADWAY	$	STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$	SIGNING (✓)	✓	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ 25	ILLUMINATION (✓)	✓	CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 1			RIGHT OF WAY DESCRIPTIONS (S,C,A)	--
Park & Ride Lot	$ 151	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	--
40% ENGINEERING & CONTINGENCIES	$ 70	DESIGN CATEGORY (1-7)	6	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 247	WORK TYPE (1-12)	7	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ 285				

FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAI-4R	RECOMMENDED PROGRAM YEAR FY 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	--	--
STRUCTURES (#)	--	--
SIGNALS (#)	--	--
BIKE PATH (Y/N)	--	--
AVERAGE DAILY TRAFFIC	N/A	N/A
YEAR OF AVERAGE DAILY TRAFFIC	N/A	N/A

DEFINE THE PROBLEM

During reconstruction of the Banfield Freeway, it is necessary to reduce the freeway by one travel lane. This will decrease the capacity in the Banfield corridor, which is already at capacity.

PROPOSED SOLUTION

A park and ride lot is one measure to reduce auto travel in the corridor. This proposed lot between Columbia Blvd. and Sandy Blvd., adjacent to I-205, will provide space for 290 vehicles.

REQUESTED, REGION ENGINEER X	DATE 6/6/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Columbia Blvd./Sandy Blvd. Park & Ride Lot	KEY ID # 00454 REGION Metro

PROJECT JUSTIFICATION

A park and ride lot is one way to reduce auto travel in a capacity deficient corridor. This lot would provide 290 parking spaces.

This project is included on page 10 of the current Six-Year Highway Improvement Program. We are now proposing to build Unit 1 of this lot on the east side of I-205. A second unit may be constructed later on the west side of I-205.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #	00454
REGION	Metro
SECTION	Columbia Blvd./Sandy Blvd. Park & Ride Lot

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	E	PROJECT SIGNING	S	IRRIGATION	S	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) 0	NEW (#) 0
						UTILITIES	S	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

COMPANIES
Pacific Power & Light
Northwest Natural Gas
Parkrose Water District
Pacific Northwest Bell
Multnomah County Service District

DESIGN SPEED	DESIGN STANDARDS
N/A	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							Undeveloped Parcel									
						New	Park and Ride Lot									
PROPOSED																

SUGGESTED BASE DESIGN

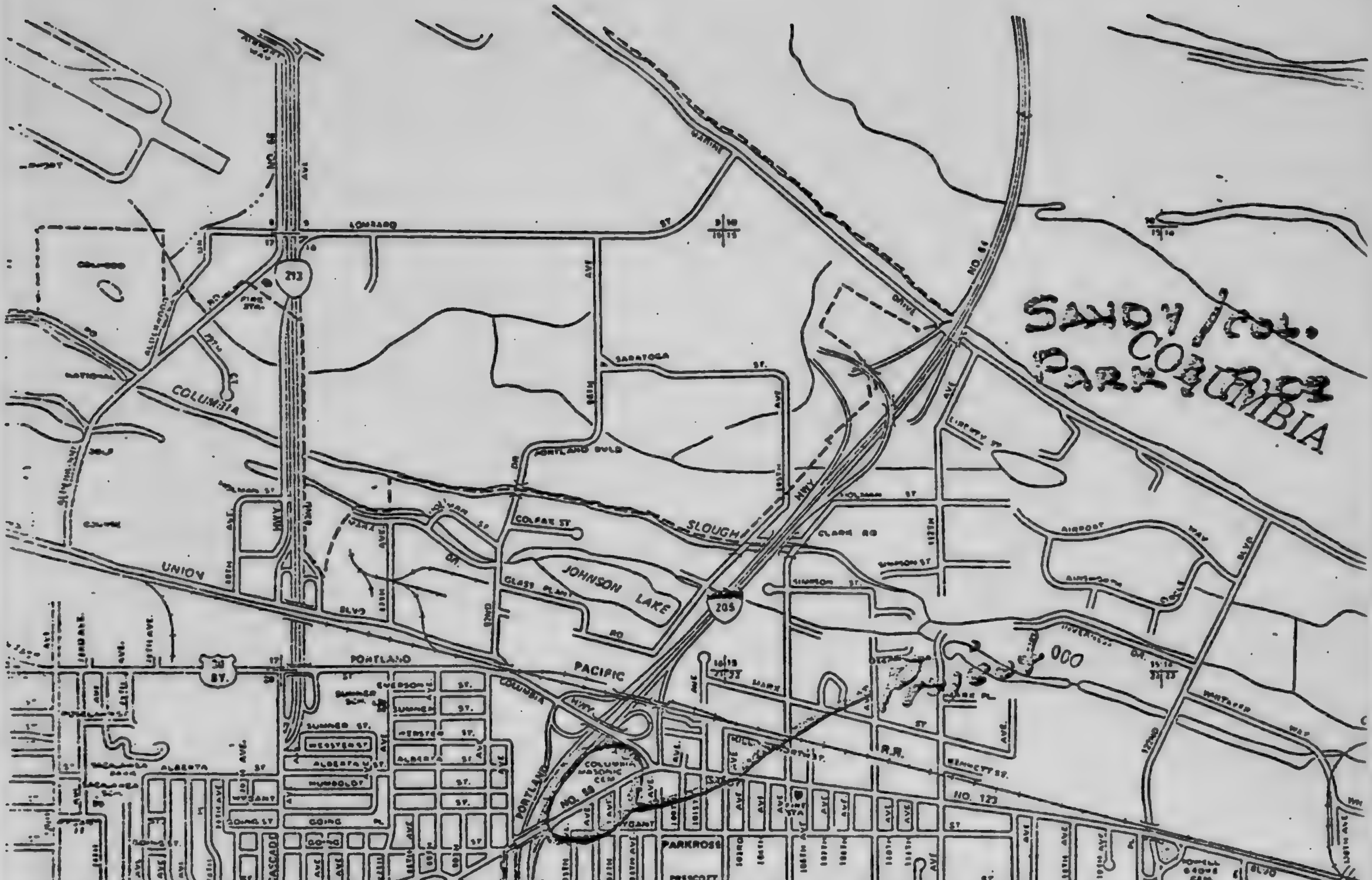
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 7/15/83

734-1912 (7-82)


SANDY/COL. PARK
COLUMBIA
COLUMBIA SLOUGH
JOHNSON LAKE
UNION PACIFIC
PORTLAND
COLUMBIA HWY
NO. 213
205
30 BUS.
30
84
MAYWOOD PARK
Pop. 600
ROCKY BUTTE
ROCKY BUTTE STATE PARK
PARKROSE
PRESCOTT
FREMONT
AIRPORT WAY
LOMBARD
NO. 123
R.R.
MADISON HIGH SCHOOL
HALSEY

1984 Pacific Hwy W at Hoffman Rd. 9761
Sec, Pacific Hwy W beginning approx 0.5
mi. Nof Monmouth. (gr., pav., sig.)

, ' - 9761

November 1, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9761

On September 9, 1985, we wrote to you concerning release of final payment on Contract No. 9761 awarded to Comco Const. Co. Oreg. Ltd. dba Salem Road & Driveway Co. for work on the Pacific Highway West at Hoffman Road in Polk County.

Final payment on this contract is $2,500 and the total contract amount is $150,469.44. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Comco Const. Co. Oreg. Ltd.
dba Salem Road & Driveway Co.
P.O. Box 603
Salem, OR 97308

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

FKN:arc

NOTED ON CARD
11-1-85 ac

9761

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: August 30, 1985

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9761, On Site Work Substantially Completed August 13, 1984

All Work Completed March 7, 1985

Project Pac. Hwy. W. @ Hoffman Road

Highway Pacific Highway West

County Polk

Type of Work Grading, Paving and Signal

Contractor Comco Const. Co. Ore. Ltd. dba
Salem Road and Driveway Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-9-85 - surety letter written (ac)

noted Bwg.

RECEIVED
SEP - 4 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

PACIFIC HWY. W. AT HOFFMAN RD. (03-09-85) CONTRACT NO. 9734 PREFIX 36-1091 7

Oregon State Highway Division

FIELD ENGINEER'S WEEKLY REPORT

For Const. Projects Only, Grading & Paving

Section: Pacific Hwy. W. at Hoffman Rd.

Week Ending: March 09, 1985

Section Prefix: 27-1013

Highway: PACIFIC HWY. WEST

County: Polk

Name Of Job: Pacific Hwy. W. at Hoffman Rd.

Kind Of Work: GRADING, PAVING, Flashing Beacon

Contractor: Salem Road & Driveway

Contract Number: 9761

F.A.P. No.: F-9-2(6)

Date Of Contract: March 1, 1984

Date Work Started:

Est. Compl. Date: 8-13-84

Average Force On Project For The Week:
Men: 0 Supervision: 0

Specified Work Days:

Work Days Used:

Spec. Calendar Workdays: 150

Cal. Workdays Used: 150

Spec. Comp. Date:

Percent Of Time Elapsed: 100

Project Authorization: $ 193,227.51

Exclusive Of Engineering: $ 177,905.50

Engineering Authorization: $ 15,322.01

% Of Contract Completed Based On Estimated Cost: 100

Est. Cost Of Completed Proj. Exclusive Of Engr.: $ 154,751.75

Engineering Cost To Date: $ 13,460.00

% Of Contract Completed Based On Total Author.: 95.6

Estimated Percentage Overrun/Underrun: UNDER 13.01

Percent Of Authorization: 87.85

Date Project Was Completed:

ESTIMATED PERCENT COMPLETE (ROADWORK)

	DRAINAGE	GRADING	BASE	PAVING	CTB		
	100%	100%	100%	100%	100%		

	GRADING	PAVING	CTB		
Miles In Project:	0.52	0.52	0.52		
Miles Partially Completed:	0	0	0		
Miles Completed:	0	0	0		
Total Estimated Quantities (contract):	3,713 CY	2,000 TON	3,700 TON		
Total Quantities Corrected To Date:	3956.9 CY	1988.3 TON	3016.6		
Estimated Quantities Moved Or Placed To Date:					
Average Daily Quantities:					
Avg Daily Quant. Needed To Compl. Proj. On Time:					
Number Of Shifts Per Day:					
Hours Per Shift:					

Equipment Used During The Week:

BRIDGE NO.:									
PERCENT:									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAR 11 1985
CONSTRUCTION SECTION
CE E CAE LS TC
COE OM
OE SA CC
CA FE CP
PQC
CAM QCS
EEO FILE

PACIFIC HWY. W. AT HOFFMAN RD. WEEK ENDING (03-09-85) CONTRACT NO. 9761 PREFIX 27-1013

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 03	No Activity
MONDAY 04	No Activity
TUESDAY 05	No Activity
WEDNESDAY 06	No Activity
THURSDAY 07	No Activity
FRIDAY 08	No Activity
SATURDAY 09	No Activity

REMARKS

Semi-Final Estimate was submitted to region on 10-23-84.
The remaining paper work was submitted by the contractor March 7, 1985.
This is the final report.

SIGNED C.V. Lehman LOCATION: Salem
C. V. Lehman, Project Manager

Distribution: Construction (3) Region (1)
City(1) File(1)

9761

IV

Dept. of Transportation
Highway Division
Transportation Bldg.
Salem, Ore.

RECEIVED
STATE HWY ENGR
OCT 4 '84
REFER TO
Hunter
FOR

Info	Invest	R/D	O/R	Sign	Act	File
			X			

By NSC

10-3-84

Dear Sir:

N.A.

One recent Sunday afternoon I happened to be traveling toward Rickreall on Highway 99W about ½ mile north of Monmouth when suddenly a car pulled out from the west side of Hoffman Road into my lane of traffic. Only because the highway in that area had been recently widened and some quick maneuvering on my part was I able to avoid a serious accident.

The following day I drove to the area on my bicycle in order to see what could possibly compel a man to pull out from a side road into a main highway and in the process endangering me and the occupants of his car.

As a result I have come to the conclusion that any car entering 99W from the west side of Hoffman Road has a very limited view of traffic approaching from the right. In addition there stands a telephone/electric pole which further obstructs traffic.

Something definitely should be done because this is a spot waiting for an accident to happen. This spot is also a menace to bicyclists who cannot see traffic coming from the west side of Hoffman Road while there ~~at trav~~ling north on the bicycle path

Best regards

Sincerely

Joseph Kowalczyk

[redacted]

JOSEPH F KOWALCZYK
222 N BROAD ST 08
MONMOUTH, OR 97361

[redacted]

Pacific Hwy W @ Hoffman Rd
27-1013

1

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-253	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Polk
MODIFICATION NUMBER 1	10-1-84	Project Number F-9-2(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 192,418	$ 192,418
Federal funds	$ 192,418	$ 169,616
Other revisions		Appn Code 010

(Note: Additional Federal Funds Collected - $18,222.93)

This modification is made for the following reasons:
"The project agreement executed 3-26-83, is modified to decrease federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

By XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

TTLI

F

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-205 + 206	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State OREGON County POLK Project No. F-9-2(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W, Pacific Hwy. W. at Hoffman Rd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-1-84	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 192,418.00	FEDERAL FUNDS $ 169,616.00 *

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

* See additional provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Wayne Holse
For Manager, Program Section
(Title)
~~By~~ FOR: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAR 26 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145. The additional Federal funds requested total $22,802.00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 88.15 percent."

U.S. GOVERNMENT PRINTING OFFICE: 1977—724-393 3-1
882-230

AGREEMENT PROVISIONS

Project No

F-9-2(6)

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

Gen Files

Oregon State Highway Division
Salem, Oregon March 22, 1984

Federal-Aid Project No. F-9-2(6)

Pacific Hwy. W. at Hoffman Rd. Section
Pacific Highway West
Polk County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Pacific Hwy. at Hoffman Rd.)

Mobilization		All Required		$ 4,150.00
Temporary Protection and Direction of Traffic		All Required		2,100.00
Temporary Signs	166	Sq. Ft.	10.00	1,660.00
Temporary Barricades	5	Each	42.00	210.00
Temporary Plastic Safety Markers	25	Each	35.00	875.00
Flagmen	300	Hour	12.00	3,600.00
Clearing and Grubbing		All Required		2,400.00
Removal of Structures and Obstructions		All Required		775.00
General Excavation	3,660	Cu. Yd.	1.70	6,222.00
Trench Excavation	140	Cu. Yd.	10.00	1,400.00
Finishing Roadbed and Slopes		All Required		2,750.00
Watering	45	M-Gal.	15.00	675.00
Treated Base	3,700	Ton	13.80	51,060.00
Aggregate Shoulders	800	Ton	6.50	5,200.00
Class "B" Asphalt Concrete	2,000	Ton	29.00	58,000.00
12-inch Culvert Pipe	54	Lin. Ft.	20.00	1,080.00
18-inch Culvert Pipe	278	Lin. Ft.	26.25	7,297.50
Extra for Pipe Under Pavement	58	Lin. Ft.	13.00	754.00
Concrete Inlets, Type G-2	1	Each	420.00	420.00
Type 2 Fence	50	Lin. Ft.	5.50	275.00
Extra for Asphalt Approaches	4	Each	150.00	600.00
Paved Culvert End Slopes	155	Sq. Ft.	7.00	1,085.00
Drainage Curbs	220	Lin. Ft.	1.70	374.00
Delineators, Type 2	28	Each	21.00	588.00
Delineators, Type 3	12	Each	24.50	294.00
Flashing Beacon Installation, Complete		All Required		7,200.00
				$ 161,044.50

Anticipated Items

Permanent Pavement Striping	All Required		$ 2,400.00
Temporary Pavement Striping	All Required		800.00
			$ 3,200.00
		Subtotal	$ 164,244.50
		Engineering	22,173.50
		Total	$ 186,418.00

Length of Project 0.00 mile

Work Retained in Reserve

Permanent Signing	All Required	$ 3,500.00
Roadside Seeding and Mulching	All Required	500.00
Drainage Correction	All Required	2,000.00
		$ 6,000.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Channelization	$ 186,418.00	$ 164,327.00	$ 22,091.00
Reserve	6,000.00	5,289.00	711.00
Total	$ 192,418.00	$ 169,616.00	$ 22,802.00

Reimbursement 100% $192,418.00 Public Law 97-424, S 145

Group 1 100%
Contract No. 9761
Prefix: 27-1987
Prefix: 27-1013

DAR:pf

771a

F

March 14, 1984

Cemco Const. Co. Oreg. Ltd. dba
Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

COM 5
#9761

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9761 for work on the Pacific Highway West at Hoffman Road in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Robert Church
Jan Peterson
Duane Christensen
Cliff Lehman
L. E. George

Hansen & Rowland

Insurance Brokers and Consultants

March 9, 1984

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, OR 97310

RE: Contractor: Salem Road & Driveway Co.
Contract: 9761, Polk County, Pacific Highway West at Hoffman Road
Bond: U50 42 79 United Pacific Insurance Company

Gentlemen:

At the request of the above contractor, we are enclosing the contract documents, in duplicate, covering the project described above. Also enclosed are the required Certificates of Insurance.

We trust you will find the enclosed in order, however should there be any question, please call.

Sincerely,

Tomi Lou Smith

Tomi Lou Smith

CC: D. J. Maurer
Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

RECEIVED
MAR 12 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Insurance with Emphasis!"

WASHINGTON BUILDING / P.O. BOX 1633 / TACOMA, WASHINGTON 98401 / (206) 627-1161
Offices in: Seattle, Bellevue, Tacoma, Wenatchee, Portland, and Anchorage

A division of LaBow, Haynes Company, Inc.

February 28, 1984

O. St. Dept. of Transportation

Salem, Oregon

Re: Minority goals on Pacific Highway #9761
at Hoffman Road

If we are awarded the above contract, J & J Fencing Inc. at 694 North 45th, Springfield, Oregon 97478, Phone 746-6227 will be our MBE Contractor on the project.

J & J Fencing Inc will provide the following bid items:

#7	Clear & Grubb (Trucking only)	45 hr. @ $35.00/hr....	$1,575.00
#9	General Exc. (Trucking only)	93 hr. @ $35.00/hr....	$3,255.00
#20	Type II Fence	50 lf. @ $ 5.00/lf....	$ 250.00
#24	Delineators Type II	28 ea. @ $19.00/ea....	$ 532.00
#25	Delineators Type III	12 ea. @ $22.00/ea....	$ 264.00

They will have a total sub-contract price of $5,876.00.

Sincerely,

Robert K. Cole
Superintendent

RKC/jkh

RECEIVED
FEB 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc - Kay Turner

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-2(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-1-84

4. PROGRAM NO.

5. ITEM NO. 20119

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/1/84	Primary 9	Primary 1W

10. GENERAL LOCATION:
Pacific Highway at Hoffman Road Section

11. GENERAL DESCRIPTION OF WORK
Grading, paving and signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* anticipated items as shown in your "PS&E" Estimate dated 1/23/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost-effective.

Mr. Potter's 1/30/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $227,503. Regular Federal-aid matching ratio, appropriation code 010 in amount of $200,543 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $26,960.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
FEB 15 '84
REFER TO Potter
FOR
Info Inv R/D D/R Sign Act File

Orig w/att. 2/15

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/1/84	G. K.	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-9-2(5)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO.
20119

2A. COUNTY NAME
Polk

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8-29-83	Primary 9	Primary 1W

10. GENERAL LOCATION:
PACIFIC HIGHWAY WEST AT HOFFMAN ROAD SECTION

11. GENERAL DESCRIPTION OF WORK
Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's August 17, 1983 letter, I approve the program change to include Right of Way Acquisition in the character of proposed work.

Also, as reuqested, you are authorized to proceed with the actual acquisition of File No. 53587 as shown on R/W Map 7B-13-16 at a TEC of $700; Federal Funds $617.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
SEP 2 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	[illegible]	File

orig to
9/6

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8-29-83		for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

August 17, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 20119
Project No. F-9-2(5)
Pacific Hwy. W. @ Hoffman Road
Polk County

I request your approval of a program change on the subject project to include in the Character of Proposed Work Right of Way Acquisition at an estimated total cost of $700 with Federal funds of $617.

I further request concurrent with approval of the program change authorization to proceed with the actual acquisition of right of way as outlined in red on the enclosed copy of right of way map 7B-13-16. No relocation assistance is involved.

CL:pf
Attachments

cc: J. Boyd
D. Aman
J. Peterson
General Files

734-1839

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

DATE: August 5, 1983

TO: Donald R. Adams
Final Design Engineer

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Pacific Highway West at Hoffman Road
Pacific Highway West
Polk County

LT. TURN REFUG.

You asked if funds were available for the construction of this project. The project was taken to the Contract Committee in April of this year with the Region level funding assigned at $314,000. The Committee did not approve the project at this level and asked that the project be downscoped.

You have now completed this downscoping process and the estimate is $205,000.

Because you have stated that further downscoping would lose the integrity of the job, I believe that the intent of the Contract Committee has been met by you.

I would therefore recommend that you proceed with project development, and we will schedule the project for bid opening in the appropriate month of the 3rd Quarter Fiscal '84.

GAP:pf

cc: ✓R. N. Bothman
J. H. Versteeg
C. O. Fredrickson
Frank Terpin

NOTED
ROBERT N. BOTHMAN

RECEIVED
ASST STATE HWY ENGR
AUG 05 '83
REFER TO
FOR

81-125-1387

1W

ROAD DESIGN SECTION DES 16

Gary Potter, Manager
Program Section

August 2, 1983

Donald R. Adams
Final Design Engineer

Pacific Highway West at Hoffman Road
Pacific Highway West
Polk County

Are funds available for the construction of this project?

Currently, the project is in the program for $100,000 in Federal-Aid Primary funds. The current estimated cost is $205,000. An additional $105,000 is needed.

The project, as it came in from the field, was estimated to be $314,000. Funding at this level was not approved by the Schedule Committee. A version downscoped to $205,000 is possible but needs Committee approval. If the $205,000 estimate is not acceptable, the project should be dropped from the schedule since further downscoping would lose the integrity of the job.

The project now appears on the Schedule of Contract Lettings for January-February-March of 1984. Please advise if the funding for this project can be increased so we can proceed with project development.

NEM:ja

cc J. H. Versteeg
C. O. Fredrickson
N. E. Mann
Frank Terpin

RECEIVED
AUG 04 1983
ROAD DESIGN SECTION

Versteeg
Andersen
Adams
1 Mann DAm
Steudemmeyer
Terpin
Trent
Wakefield

Do Not File ☐
Return To
Bring Up ..../..../....
Action

STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO
LOC 17
27-1987

TO: MEMO TO THE FILE

DATE April 5, 1983

FROM George C. Wills
Location Field Engineer

SUBJECT: Pacific Highway West & Hoffman Road
Pacific Highway West
Polk County

The subject project is listed in the 1982-87 Six-Year Highway Improvement Program at a cost of $100,000. The present estimate of cost is $314,000 as submitted by Region.

The attached memo indicates reasons for increase in project cost as noted by Region. Traffic accident analysis is a also attached, which indicates the present accident situation is not critical.

This intersection serves as a north entrance to Western Oregon State College in Monmouth and also serves the industrial area in north Independence. Southbound trucks turning left onto Hoffman Road present occasional delay to traffic and may be perceived as an accident potential which could be reduced by addition of the left-turn lane as proposed.

The Six-Year Highway Improvement Program indicates this project is proposed to be financed with FAP funding. The project is not eligible for HES funding under present rules.

The project should be referred to the Project Schedule Review Committee for additional funding or prioritization.

GCW:ja

Attachment

cc/attachment J. H. Versteeg
Frank Terpin
Phil Lewellyn

Pacific Hwy West & Hoffman Rd
Pacific Highway West
Polk County
Prefix 2 [illegible]87

The following are some reasons for the difference between the amount programmed on the 82-83 HIP and the current estimate.

a) It cannot be determined where the HIP estimate came from. Comparison of the costs indicates that the original estimate did not include removal of the existing shoulders and surfacing.

b) In the past we have constructed channelization with downscoped standards (lane width, storage length, taper length etc). We presently must use standards which increases the cost.

c) Upon information from Region Traffic, it was necessary to add deceleration lanes to the job.

d) Some drainage work is necessary that probably was not anticipated in the original estimate.

e) Adding the southbound deceleration lane caused the adjustment of the bikeway which in turn caused a need for a minor amount of additional R/W.

An accident analysis will be submitted as soon as it is compiled. Region feels this a valid project which should be completed.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

COLLISION DIAGRAM

Compiled by LG Date 2-11-83

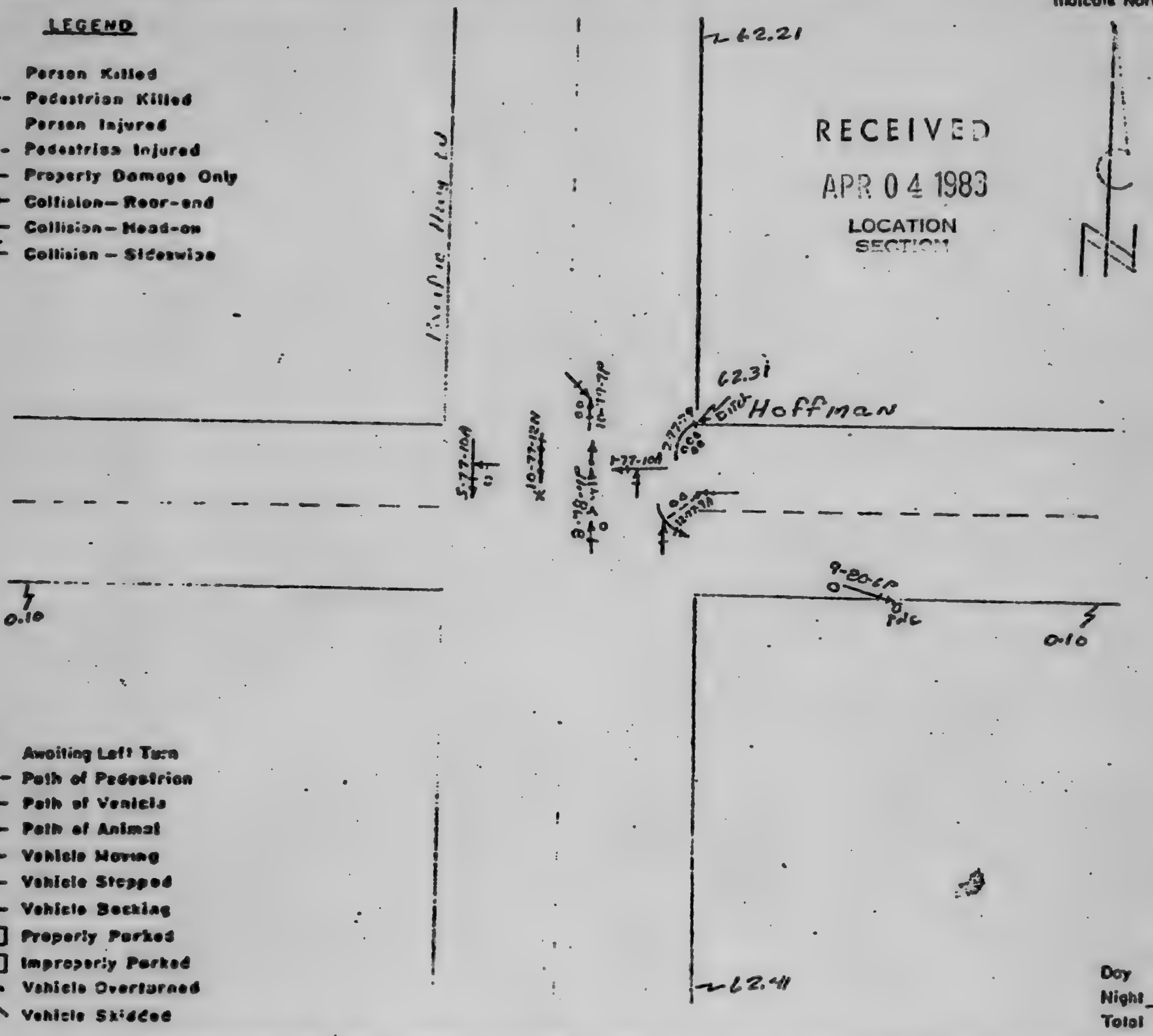
City ______ County Polk
Intersection of ______
and ______
Highway and No. Pacific Hwy W - Ore 99W
M.P. 62.21 to 62.41 Period Fr. 1/1/77 To 9/30/82

Indicate North

LEGEND

- ● Person Killed
- ◄------ Pedestrian Killed
- o Person Injured
- ◁------ Pedestrian Injured
- ◄—— Property Damage Only
- Collision—Rear-end
- Collision—Head-on
- Collision—Sideswipe

RECEIVED
APR 04 1983
LOCATION
SECTION



- ★ Awaiting Left Turn
- ◁—— Path of Pedestrian
- ◄—— Path of Vehicle
- ◁—— Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Day 6
Night 2
Total 8

Collision Type	1977-1978				1979-1980				1981				9 Mos 1982				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		1	1	2														1	1	2
Head-on						1		1										1		1
Rear-end		1	1	2														1	1	2
Sideswipe																				
Turning Movement		1		1														1		1
Parking																				
Non-collision																				
Fixed Object		1		1		1		1										2		2
Pedestrian																				
Backing																				
Misc.																				
TOTAL		4	2	6		2		2				0				0		6	2	8

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section Pacific Hwy W. @ Hoffman Rd
County Polk.
Prefix 27-1997
Date 29 June 83
Highway Pacific
Designer
Length 2500'
Miles 0.47
Title
Signed

		$
Grading & Drainage		$ 152,684
Surfacing		
Extra Work		
Relocate Signal	$ 15,000	
Permanent Striping	$ 3,000	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 18,000
TOTAL		$ 170,684
		$ ~~[illegible]~~
+ 20 % Engineering and Contingencies		
Structures		
	$	
	$	
	$	
	$	
		$ 0
TOTAL STRUCTURES		$ ~~1,150~~
Right of Way Loc Est		$ ~~205,971~~
TOTAL ESTIMATED COST		$ ~~[illegible]~~
		$ 205,000 ±

GON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 28 June 1983

on Pacific Hwy. W. @ Hoffman Rd. County Polk

Of Work Grading - Paving Length 0.4Mi. Name

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		L.S.	All	6%	8,405
	T.P. & D. of T.		L.S	All	3%	4,202
	Temporary Signs		Sq. Ft.	248	6	1488
	Temporary Barricades, Type II		Ea	9	90	720
	Flagger		Hr.	430	22	9460
	Clearing & Grubbing		L.S.	All		1500
	Removal of Struc. & Obs.		L.S.	All		1500
	General Excavation		C.Y.	3659	5	18,295
	Trench Excavation		C.Y.	99	8	792
	Finishing Rd Bed & Slopes		L.S.	All		6000
	Watering		M.Gal.	38	10	380
	Aggregate Base Material		Ton	1519	9	13671
	Cement Treated Base		Ton	2,008	12	240[illegible]
	Cement In CTB		Ton	111	65	7215
	Asphalt Conc. Mix		Ton	1619	15	24285
	Asphalt In Mix		Ton	97	170	16490
	Asphalt In Tack Coat		Ton	2	250	500
√	Asphalt In Seal X		Ton	8.5	250	~~2125~~
	Concrete Encasement		C.Y.	8.6	65	559
	12" Culvert Pipe		L.F.	54	12	648
	18" Culvert Pipe		L.F.	228	18	4104
	Concrete Inlet Type G2		Ea.	1	350	350

GON STATE HIGHWAY DIVISION
SUM RY--BID SCHEDULE--COST ESTIMAT

Sheet 2 of 2
Date 28 June 1983

Pacific Hwy. W. @ Hoffman Rd. County Polk

Of Work ______ Length ______ Name ______

Item	Code	Unit	Quant.	Unit Cost	Total
Paved End Slope		Sq.yd.	124	10	1240
Pipe Under Pavement		L.F.	58	15	870
Asphalt Drain Curb		L.F.	210	3	630
Delineators Type 2		Ea.	12	22	264
Delineators Type 3		Ea.	12	22	264
Extra Ea. Approaches		Ea	3	175	525
Sidewalk Ramp		Sq.yd.	3	10	30
Permanent Signs		Sq.Ft.			876
Roadside Seeding & Mulching		Acre	1		1200

9761 1W

ROAD DESIGN SECTION DES 16

Gary Potter, Manager
Program Section

June 27, 1983

Donald Adams
Final Design Engineer

Pacific Highway West @ Hoffman Road
Pacific Highway West
Polk County

1 Vonteeg ✓
Anderson
Adams
2 Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

MG

RECEIVED
JUN 27 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

The funding for this project should be increased to cover the current estimate. The current programmed amount is $100,000.

This channelization project came from Region 2 at $314,000. We have downscoped it, using 4-foot shoulders and a 14-foot median lane, to an estimated cost of $232,000.

Funding to cover this estimate is required to advance the project to contract.

DRA:ja

cc Frank Terpin
Steve Macnab
Chuck Fredrickson

9761

1W

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

June 23, 1983

J. H. Versteeg
Road Design Engineer

File 53587
Pacific Highway West at Hoffman Road
Pacific Highway West
Polk County

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JUN 24 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trost
Wakerlig

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Bring Up
Action

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

TRA 7.8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-11-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-9-2(5)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20119

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
7/19/82

8. FEDERAL ROUTE NUMBER
Primary 9

9. STATE ROUTE NUMBER
Primary 1W

10. GENERAL LOCATION:
Pacific Highway West at Hoffman Road Section [illegible]

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
TEC $29,500
F.F $26,013

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 7/6/82.

RECEIVED
STATE HWY ENGR
JUL 21 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig to
7-21-82

14. DATE
7/19/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1761

Hwy 1 W N

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

11-22

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Pacific Hwy W @ Hoffman Rd

HIGHWAY NAME Pacific Highway West	HIGHWAY NUMBER 1-W

REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Polk	CITY Monmouth

LENGTH 0.58 mile	MILEPOST NUMBER 62.02 TO 62.60	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO	IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This project is to construct a left turn refuge at the intersection of Pacific Highway West and Hoffman Road. Hoffman Rd (Co) is a major access to Western Oregon State College. Left turn movements create a hazard to through traffic. This intersection currently has a flashing light. The present R/W width is 150 feet. The present 2-lane highway is constructed on a centerline offset 25 feet westerly of the R/W centerline. It is anticipated that all widening may be done on the easterly side within the present R/W.

1 Versteeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Turpin
Tr...
4 W...

RECEIVED
JUN 18 1982
ROAD DESIGN SECTION

Do Not File ☐
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Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) (1980) 6,300	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 55	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Frank E. Turpin
Location Engineer
Date 6/14/82

REFERRED TO
Beard
Stoudenmeyer
Cole
Mann
Eriksen /
Watson W
Hager
Dorn
Leu
Return Discuss Do File D
BY FINAL DESIGN ENGIN

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PRO SED NUMBER AND WIDTH
TRAVEL LANES	(2) 11'	(2) 12'
SHOULDERS	(2) 4' paved 4' gravel	(2) Var. 4'-8'
MEDIANS	None	(1) 14'
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	Separate Bikeway along W R/W	Same
INTERCHANGES	None	None
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☒	☐	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☒	☐	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☐	☒	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River ______	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ______	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☒	☐	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

		NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	■	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☒	☐	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source Commercial	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Aerial
Type Power, Telephone - Signal Support

4 - WORK ITEMS

	APPLICANT	TO BE PERFORMED BY STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒ XX	☐
RIGHT—OF—WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒ XX	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(8)	2
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

FORM 734-1730 (12-78) Page 3

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" A.C.	4"	2"
Treated Base	12"	

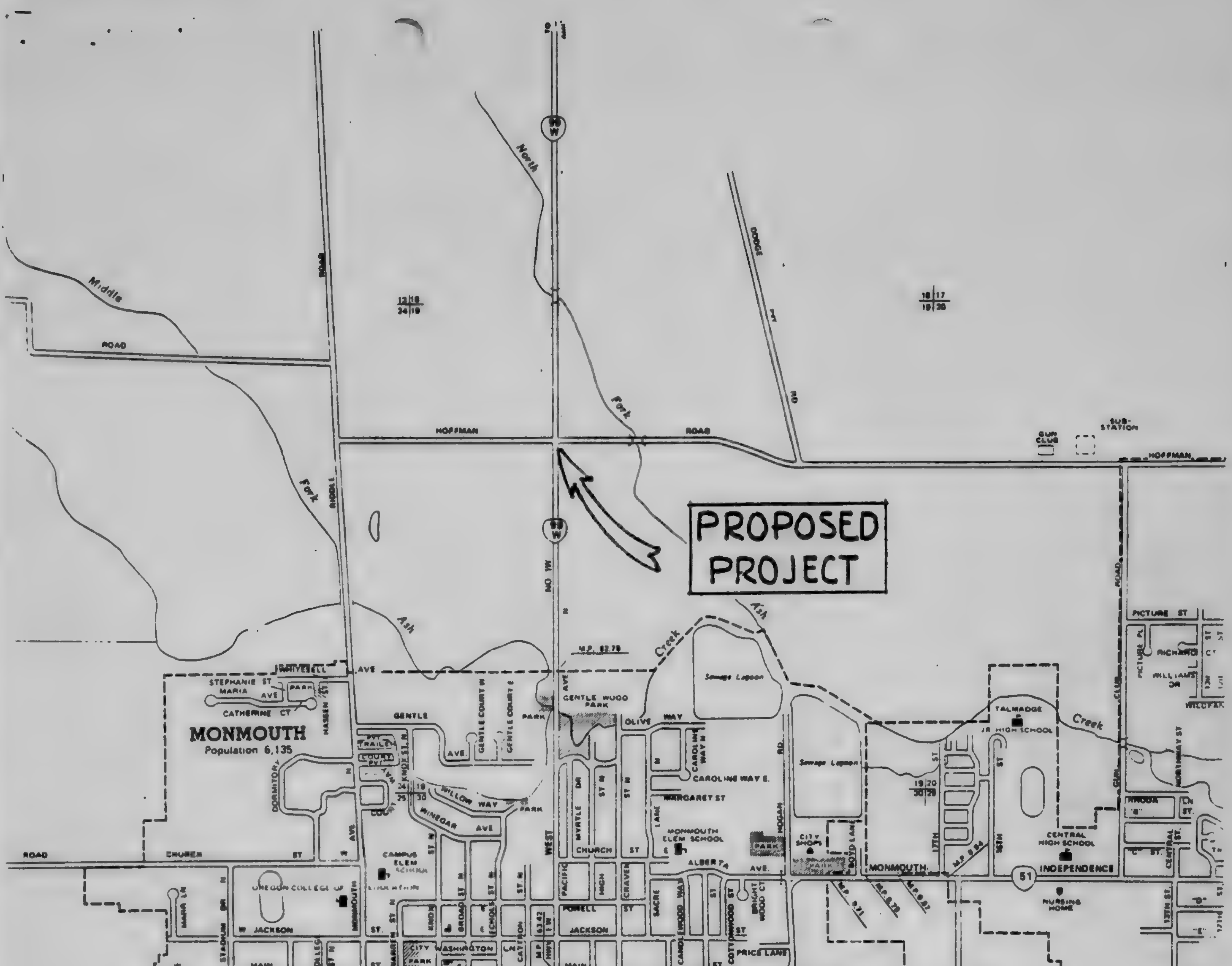
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	40,000	29,500
RIGHT OF WAY		
TRAFFIC CONTROL		17,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	48,000	48,000
OTHER		
ENGINEERING & CONTINGENCIES	12,000	12,000
PROJECT TOTAL	100,000	106,500

SUBMITTED BY


PROPOSED
PROJECT
MONMOUTH
Population 6,135
99W
51
Middle Fork
North Fork
Ash Creek
South Fork
HOFFMAN ROAD
RIDDLE ROAD
DODGE RD
CLUB ROAD
EDWARDS ROAD
TALMADGE ROAD
HELMICK ROAD
PACIFIC
GUN CLUB
SUB-STATION
Sewage Lagoon
TALMADGE JR HIGH SCHOOL
CENTRAL HIGH SCHOOL
NURSING HOME
MONMOUTH ELEM SCHOOL
CAMPUS ELEM SCHOOL
OREGON COLLEGE OF EDUCATION
CITY SHOPS
CITY PARK
GENTLE WOOD PARK
TRAILER COURT
Cupids Knoll
Reservoirs
MONMOUTH
INDEPENDENCE
NO. 194
M.P. 63.79
M.P. 0.00 HWY 43
M.P. 6.44
MAIN
JACKSON
CLAY
CHURCH ST
POWELL ST
MADRONA
ACKERMAN ST
JOSEPHINE ST
PRICE LANE
ALBERTA AVE
OLIVE WAY
CAROLINE WAY
MARGARET ST
WILLOW WAY
WINEGAR AVE
WHITESELL AVE
STEPHANIE ST
MARIA AVE
CATHERINE CT
PICTURE ST
WILLIAMS DR
HOGAN RD
12|18
34|19
16|17
19|20
25|30
36|31
30|29
31|32

1984 Palmer Ck Bridge Sec, Salem- 9762
Dayton Hwy in SE Dayton.
(grading, paving and structure)

[illegible]

August 25, 1988

CON 5 - 9762

Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, OR 97034

On June 27, 1988, we wrote to you concerning release of final payment on Contract No. 9762 awarded to Ross Bros. Construction, Inc. for work on the Palmer Creek Bridge on the Salem-Dayton Highway in Yamhill County.

Final payment on this contract is $4,500.00 and the total contract amount is $772,807.11. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc: Kenneth E. Husby
Thomas D. Lulay
Bill Anhorn

jc   CC: OSHD (D. Forbes)

U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	REPORT NUMBER 3	COUNTY Yamhill	DIVISION Oregon
DATE OF REPORT 8/15/88	REPORT MADE BY Patti Schwarz, Highway Engineer Trainee		PROJECT NO. BRF-73(3)
COMPLETION DATE 6/17/85	ACCEPTANCE DATE BY CONTRACT AGENCY June 22, 1988	TIME ELAPSED See Below %	CONTRACT TIME S.C.D. 23/31/84
APPROVED EXTENSIONS	LOCATION The city of Dayton on U. S. Route 221, Salem-Dayton Highway		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted. *A copy of the State's materials certificate and the contractors final wage certificate are attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work*

PALMER CREEK BRIDGE
SALEM/DAYTON HIGHWAY
Grading, Paving and Structure

This project provided for the replacement of a major bridge over Palmer Creek.

The final cost of the original contract items was $771,569.42, a 2.5% underrun of the contract bid amount of $791,542.80. The final cost of the project including all changes and construction engineering was $949,665.51.

Construction time overran contract time by 99 days. A time extension was granted:
1) 3/25/87 for 9 days due to extra and additional work.
2) 4/28/87 for 47 days due to a detour structure type change.

Therefore, there remain 43 calendar days of liquidated damages charged to the project. All participating work has been completed. A final inspection of the completed work was made on 9/30/85.

- PGS -

RECEIVED
STATE HWY ENGR
AUG 26 '88
REFER TO
Husby
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

Cy
8-30

*NOTE: Note applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Patricia Schwarz		SIGNATURE John T. Price	
TITLE Highway Engineer Trainee	DATE 8/26	TITLE District Engineer	DATE 8/25/88

FORM FHWA 1446B (Rev 1-87)   PREVIOUS EDITIONS MAY BE USED.

9762

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9762

TO: Manager
Commission Services

DATE: June 22, 1988

FROM: for Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9762, On Site Work Substantially Completed June 17, 1985

All Work Completed June 17, 1988

Project Palmer Creek Bridge

Highway Salem-Dayton

County Yamhill

Type of Work Grading, Paving, and Structure

Contractor Ross Bros. Construction, Inc.

BMW:hh

cc: Kenneth E. Husby
B. M. Walton

CPC/FM2

SURETY LETTER WRITTEN 6/27/88

RECEIVED
JUN 23 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9762

**Continental Telephone Company
of the Northwest**
P.O. Box 507
106 West Main Street
Silverton, OR 97381
503 873 3601

CONTEL

November 19, 1987

Dick Laursen
Safeco Insurance Company
of America
Claims Department
4909 156th Ave. N.E.
Redmond, Washington 98082

Re: Ross Bros. Construction Company
Palmer Creek Bridge Relocation
Dayton, Oregon

#9762

Dear Mr. Laursen:

As a follow-up to our conversation yesterday, I am enclosing a copy of all pertinent correspondence regarding our claim against Ross Bros. Construction.

As you can see, liability was established in April of 1985 through confirmation with the project manager, Arvey Nelson, yet repeated attempts on our part have yet to see the claim settled.

In October of this year we did receive an offer from Ross Bros. offering to settle the claim for $3,000. We offered a counter proposal following receipt of their letter and nothing further has resulted.

It is our hope this matter can be resolved as quickly as possible and any assistance you might offer would be greatly appreciated.

Please don't hesitate to call if you should have further questions.

Sincerely,

Frank White
Frank White
Supervising Engineer - OSP

FW:mg

Enclosures (7)

cc: ✓Fran Neavoll, Oregon Deptartment of Transportation
File #A4440-02

no response nec. info only

RECEIVED
NOV 24 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9762

October 28, 1987

CON 5 - 9633
9905
9762 ✓
9867
9541
9875
10,001
10,048

Washington State Department
of Transportation
Transportation Building KF-01
Olympia, WA 98504-5201

Attention: Glenn E. Hambrick
Prequalification Analyst

As requested, we have checked the Secretary of State's printout of claims filed against Ross Bros. Construction Inc. on Contract Nos. 9633, 9905, 9762, 9867, 9541, 9875, 10,001 and 10,048 for 1986 and 1987.

We have marked the claims where we have received notification that they have been paid. As discussed, we have no way of knowing that the claims are paid unless the claimant notifies us.

We have also attached an additional list of claims which were not shown on the Secretary of State's printout.

If we can be of any further assistance, please give us a call.

Fran Neavoll
COMMISSION SERVICES

Attachments

bc: Bryant Jackmond: For your information

FKN:slp

Washington State
Department of Transportation
Transportation Building KF-01
Olympia, Washington 98504-5201
(206) 753-6005

Duane Berentson
Secretary of Transportation

October 21, 1987

Commission Services
Oregon Dept. of Transportation
Transportation Building
Salem, OR 97310
Attn: Fran Neavoll

Re: Ross Bros. Construction, Inc.

Dear Ms. Neavoll:

Regarding our recent telephone conversation, I would appreciate your assistance in obtaining lien information concerning your organization and Ross Bros. Construction, Inc.

In that light, would you please indicate which liens are still current, on the enclosed Office of Secretary of State listings for 1986 and 1987. I understand that Ross Bros. is required to notify your office of releases from the liens.

Please return the enclosed listing at your earliest convenience.

Should you require further information in this matter please contact me at (206) 753-7368.

Very truly yours,

Glenn E. Hambrick

GLENN E. HAMBRICK
Prequalification Analyst

GEH:vg

Enclosure

RECEIVED
OCT 26 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLAIMS NOT LISTED ON SECRETARY OF STATE'S PRINTOUT

CLAIMS (LIENS) AS LISTED IN THE FILES OF COMMISSION SERVICES, OREGON DEPT. OF TRANSPORTATION, 121 TRANSPORTATION BUILDING, SALEM, OR 97310 AGAINST ROSS BROS. CONSTRUCTION INC. (1986-87) AS FOLLOWS:

Contract No. 9633 Mystic Creek-Camas Valley Section, Coos Bay-Roseburg Highway, Douglas County

Amount: $104,228.68
By: Roseburg Paving Co.
Surety: Safeco Insurance Co. of America
Filed: 1-27-86 (CL 1985-0243)

Contract No. 9875 Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County

Amount: $5,238.50
By: Pendleton Ready Mix Co.
Surety: Safeco Insurance Company of America
Filed: 1-9-87 (CL 1986-0347)

Contract No. 10,048 Marquam Bridge-S.W. Haines Road Section, Pacific Highway, Multnomah County

Amount: $3,071.30 (plus late charges)
By: Tri-County Sand
Surety: Safeco Insurance Co. of America
Filed: 1-22-86 (CL 1985-0232)

Amount: $1,300.00
By: Farwest Rebar Co.
Surety: Safeco Insurance Co. of America
Filed: 5-30-86 (CL 1986-0209)

Amount: $1,303.10 (plus int. & atty. fees)
By: Coast Crane & Equipment Co.
Surety: Safeco Insurance Co. of America
Filed: 4-8-87

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ATEGORY    NOTICE OF CLAIM-PAID
MOUNT      $41,418
Y .        Coral Sales Co.
GAINST     Ross Bros. Construction, Inc.
URETY      Safeco Ins. Co. of Amer.
ILED       February 20, 1986
ILENUM     CL 1986-0082
EMARKS     Job: Hwy. Div. Contract No. 10001, Power Line Rd.-Bridge Rd. sec., Mc
           Hwy., Umatilla Co.
               DOCUMENT=          7 OF        33
ATEGORY    NOTICE OF CLAIM
MOUNT      $22,414.94 plus interest
Y          J. C. Drilling & Contracting Co.
GAINST     Ross Bros. Construction Co.
URETY      Safeco Ins. Co. of America
ILED       March 13, 1986
ILENUM     CL 1986-0113
EMARKS     Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg
           Willamina-Salem Hwy., Polk & Marion Co.'s.
               DOCUMENT=          8 OF        33
ATEGORY    NOTICE OF CLAIM
MOUNT      $21,066.40
Y          Mocon Corp.
GAINST     Ross Brothers Construction, Inc.
URETY      Safeco Ins. Co.
ILED       February 14, 1986
ILENUM     CL 1986-0076
EMARKS     Job: Hwy. Div. Contract No. 10,001, work on the power line road, brid
           road in Umatilla Co.
               DOCUMENT=          9 OF        33
ATEGORY    NOTICE OF CLAIM-PAID
MOUNT      $15,684
Y          Northwest Pipe & Casing
GAINST     Ross Bros. Construciton, Inc.
URETY      Safeco Ins. Co. of America
ILED       February 20, 1986
ILENUM     CL 1986-0081
EMARKS     Job: Hwy. Div. Contract No. 10001, Power line rd.-bridge rd. sec., Mc
           Hwy., Umatilla Co.
               DOCUMENT=         10 OF        33
ATEGORY    NOTICE OF CLAIM
MOUNT      $582
Y          Platt, Ron Mfg., Inc.
GAINST     Ross Bros. Construction, Inc.
URETY      Safeco Ins. Co. of Amer.
ILED       February 12, 1986
ILENUM     CL 1986-0071
EMARKS     Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec. Pacif
           Hwy., Marion Co.
               DOCUMENT=         11 OF        33
ATEGORY    NOTICE OF CLAIM
MOUNT      $3,078.44
Y          Associated Sand & Gravel Co., Inc.
GAINST     Ross Bros. Construction, Inc.
URETY      Safeco Ins. Co. of Amer.
ILED       April 25, 1986

FILENUM     CL 1986-0167
REMARKS     Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
            & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
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SEARCH - QUERY
 00005 ROSS.AGAINST. AND NOTICE AND 1986

               DOCUMENT=        1 OF       33
 CATEGORY  NOTICE OF CLAIM.
 AMOUNT    $20,445.05 including all credits
 BY        B & R Concrete
 AGAINST   Ross Bros. Construction, Inc.
 SURETY    Safeco Ins. Co. of Amer.
 FILED     January 27, 1986
 FILENUM   CL 1986-0039
 REMARKS   Job: Hwy. Div. Contract No. 9867, Snake River (Ontario Spur) Bridge,
           Ferry-Ontario Hwy.
               DOCUMENT=        2 OF       33
 CATEGORY  NOTICE OF CLAIM                         ★ $ 6,175.25 Contract 9875
 AMOUNT    See Remarks ★  ───────────────────→     ★ $ 4,793 50  Contract 10,001
 BY        Jo Von Concrete Pumping                   $ 331.53 late charge for both con
 AGAINST   Ross Bros. Construction, Inc.
 SURETY    Safeco Ins. Co. of Amer.
 FILED     January 27, 1986
 FILENUM   CL 1986-0045.
 REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge &
           U'Xing, Oregon-Washington Hwy., Umatilla Co., $6,175.25; Hwy. Div. Co
           No. 10001, Power Line Rd-Bridge Rd. Section, McNary Hwy., Umatilla Co
           $4,793.50.
               DOCUMENT=        3 OF       33
 CATEGORY  NOTICE OF CLAIM - PAID
 AMOUNT    $7,570.36
 BY        AGC-Operating Engineers Local 701 Trust Funds
 AGAINST   Ross Bros. Construction Co., Inc.
 SURETY    Safeco Ins. of Amer.
 FILED     January 6, 1986
 FILENUM   CL 1986-0009.
 REMARKS   Job. Hwy. Div. Contract No. 10001, Powerline Rd.-Bridge Rd. sec.-McNa
           Hwy., Umatilla Co.
               DOCUMENT=        4 OF       33
 CATEGORY  NOTICE OF CLAIM - PAID
 AMOUNT    $7,868
 BY        AGC-Operating Engineers Local 701 Trust Funds
 AGAINST   Ross Bros. Construction, Inc.
 SURETY    Safeco Ins. Co. of Amer.
 FILED     February 10, 1986
 FILENUM   CL 1986-0065
 REMARKS   Job: Hwy. Div. Contract No. 10001, Power Line Rd.-Bridge Rd. sec., Mc
           Hwy., Umatilla Co.
               DOCUMENT=        5 OF       33
 CATEGORY  NOTICE OF CLAIM
 AMOUNT    $3,292
 BY        Barrier West
 AGAINST   Ross Bros. Construction, Inc.
 SURETY    Safeco
 FILED     March 21, 1986
 FILENUM   CL 1986-0125
 REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge &
           U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
               DOCUMENT=        6 OF       33
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AMOUNT    $30,400
BY   ..   Dywidag Systems International, USA, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 19, 1986
FILENUM   CL 1986-0193
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd.
          sec., McNary Hwy., Umatilla Co.
             DOCUMENT=       18 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $14,514.25
BY        Pendleton Ready Mix Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     May 20, 1986

          CL 1986-0208
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
          & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
             DOCUMENT=       19 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,304.20
BY        Riedel International, Inc. dba Western Pacific Construction
          Materials Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 19, 1986
FILENUM   CL 1986-0196
REMARKS   Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd.
          sec., Pacific Hwy., Multnomah Co.
             DOCUMENT=       20 OF       33
CATEGORY  NOTICE OF CLAIM -PAID
AMOUNT    $2,137.88
BY        Hogan Mfg., Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     June 30, 1986
FILENUM   CL 1986-0238
REMARKS   Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd. sec.
          Pacific Hwy., Multnomah Co.
              Satisfied: September 17, 1986.
             DOCUMENT=       21 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $270
BY        Lunceford, Murry
AGAINST   Ross Bros. Construction Co.
SURETY    Safeco Ins. Co.
FILED     July 17, 1986
FILENUM   CL 1986-0252                    10 48
REMARKS   Job: Improvements on the I-5 Freeway, at or near the Terwilliger Curv
          Multnomah Co.
             DOCUMENT=       22 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,607.08
BY        Umatilla Ready-Mix, Inc.
AGAINST   Ross Bros. Construction, Inc.

SURETY    Safeco Ins. Co. of America
FILED     June 30, 1986
FILENUM   CL 1986-0241
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
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              DOCUMENT-        23 OF        33
CATEGORY  NOTICE OF CLAIM [illegible]
AMOUNT    $16,773.96
BY        Umatilla Ready-Mix, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     August 11, 1986
FILENUM   CL 1986-0268
REMARKS   Job: Hwy  Div  [illegible]
             Amended: $3,507.63 pd. on account, filed September 10, 1986.
          —— Amended: $7,000 pd, on account, filed October 9, 1986.
                                                33
CATEGORY  NOTICE OF CLAIM-PAID
AMOUNT    $27,703.50
BY        United Steel Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     June 3, 1986
FILENUM   CL 1986-0225
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
              DOCUMENT-        25 OF        33
CATEGORY  NOTICE OF CLAIM-PAID
AMOUNT    $4,633
BY        Westland Irrigation Dist.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     June 3, 1986
FILENUM   CL 1986-0226
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
              DOCUMENT-        26 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $5,640
BY        Hardt, Edwin L.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     October 9, 1986
FILENUM   CL 1986-0304
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside)
          Bridge & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
              DOCUMENT-        27 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,249.90
BY        Progress Quarries, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     August 22, 1986
FILENUM   CL 1986-0272
REMARKS   Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd.
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          sec., Pacific Hwy., Multnomah Co.
             DOCUMENT=       28 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,214.98
BY        B & M Construction Equipment Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     November 17, 1986
FILENUM   CL 1986-0335
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River-Riverside Bridge,
          Pendleton.
             DOCUMENT=       29 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,057.12
BY        Ross Machine & Iron Works, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     November 13, 1986
FILENUM   CL 1986-0332
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
             DOCUMENT=       30 OF       33
CATEGORY  NOTICE OF CLAIM-PAID
AMOUNT    $41,523.70
BY        A-1 Sandblasting & Steam Cleaning Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     October 30, 1986
FILENUM   CL 1986-0318
REMARKS   Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg
          sec., Willamina-Salem Hwy., Polk & Marion Co.'s.
             DOCUMENT=       31 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $51,278.14
BY        Pendleton Ready Mix Co.
AGAINST   Ross Bros. Construction
SURETY    Safeco Ins. Co. of Amer.
FILED     December 9, 1986
FILENUM   CL 1986-0347
REMARKS   Job: Hwy. Div. Cont. No. 9875, Umatilla Rvr. Bridge & U.P.R.R Crossin
          Project.
               Amended: December 18, 1986, in amt. of $5,238.50.
             DOCUMENT=       32 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,948
BY        Tri-State Concrete Pumping
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     December 29, 1986
FILENUM   CL 1986-0362
REMARKS   Job: Hwy. Div. Cont. No. 9875, Umatilla River (Riverside) Bridge & UP
          U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
             DOCUMENT=       33 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $17,550.63
BY        Wildhorse Contracting
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     October 28, 1986
FILENUM   CL 1986-0316
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
R0601 * END OF DOCUMENTS IN LIST - ENTER RETURN OR ANOTHER COMMAND.
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SEARCH - QUERY
00003 ROSS.AGAINST. AND NOTICE AND 1987

           DOCUMENT=       1 OF        6
CATEGORY   NOTICE OF CLAIM - PAID
AMOUNT     $4,668.71
BY         AGC - Operating Engineers Local 701 Trust Funds
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      January 28, 1987
FILENUM    CL 1987-0021
REMARKS    Job: Hwy. Div. Contract No. 9875, Umatilla River
           (Riverside) Bridge & Uppr Undercrossing sec. of Oregon-
           Washington Hwy., Umatilla Co.
             DOCUMENT=       2 OF        6
CATEGORY   NOTICE OF CLAIM - PAID
AMOUNT     $6,044.78
BY         AGC - Operating Engineers Local 701 Trust Funds
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      February 4, 1987
FILENUM    CL 1987-0030
REMARKS    Job: Hwy. Div. Contract No. 10001, Powerline Rd.,
           Bridge Rd. sec. of McNary Hwy., Umatilla Co.
             DOCUMENT=       3 OF        6
CATEGORY   NOTICE OF CLAIM
AMOUNT     $14,500.75 plus interest
BY         Hutchinson, Ray dba Columbia Western Co.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      January 13, 1987
FILENUM    CL 1987-0010
REMARKS    Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-
           Bridge Rd. sec., McNary Hwy., Umatilla Co.
             DOCUMENT=       4 OF        6
CATEGORY   NOTICE OF CLAIM
AMOUNT     $201,173.01
BY         Wildhorse Contracting, Inc.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of Amer.
FILED      March 4, 1987
FILENUM    CL 1987-0046
REMARKS    Job: Hwy. Div. Contract No. 9875, Umatilla Rvr.
           (Riverside) Bridge & UPPR U'Xing sec., Oregon-
           Washington Hwy., Umatilla Co.
             DOCUMENT=       5 OF        6
CATEGORY   NOTICE OF CLAIM
AMOUNT     $2,436.48
BY         Progress Quarries, Inc.
AGAINST    Ross Brothers Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      May 18, 1987
FILENUM    CL 1987-0070
REMARKS    Job: Contract No. 10048, work of supplying rock & delivering it
           to project at Marquam Bridge, SW Haines Rd. sec., Pacific Hwy.,
           Multnomah Co.
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          DOCUMENT=       12 OF       33
CATEGORY  NOTICE OF CLAIM-PAID
AMOUNT    $14,395.62
BY        Cascade Construction Co., Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     April 25, 1986
FILENUM   CL 1986-0169
REMARKS   Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec.,
          Pacific Hwy., Marion Co.
          DOCUMENT=       13 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,668.72
BY        Coral Sales Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 20, 1986
FILENUM   CL 1986-0205
REMARKS   Job: Hwy. Div. Contract No. 9633, Mystic Creek-Camas Valley sec.,
          Coos Bay-Roseburg Hwy., Douglas Co.
          DOCUMENT=       14 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,879.09
BY        Rowell & Wickersham Contractors, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     May 30, 1986
FILENUM   CL 1986-0220
REMARKS   Job: Hwy. Div. Contract No. 9762, Palmer Crk. Bridge sec., Salem-
          Dayton Hwy., Yamhill Co.
          DOCUMENT=       15 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $5,089.55
BY        Star Rentals & Sales
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 30, 1986
FILENUM   CL 1986-0221
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
          & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
             Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd.
          sec., McNary Hwy., Umatilla Co.
          DOCUMENT=       16 OF       33
CATEGORY  NOTICE OF CLAIM-NOT FOUND in Comm. files
AMOUNT    $21,428.21
BY        Davis, Henry G. dba Treasure Valley Rebar
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     April 14, 1986
FILENUM   CL 1986-0149
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside).
          DOCUMENT=       17 OF       33
CATEGORY  NOTICE OF CLAIM
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            DOCUMENT=        6 OF        6
CATEGORY   NOTICE OF CLAIM
AMOUNT     $4,287.21
BY         Continental Telephone Co. of the NW
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co.
FILED      August 3, 1987

           CL 1987-0084
REMARKS    Job: Contract No. 9762, Construction of the Palmer Creek Bridge.

R0601 * END OF DOCUMENTS IN LIST - ENTER RETURN OR ANOTHER COMMAND.
```

**Continental Telephone Company
of the Northwest**
P.O. Box 507
106 West Main Street
Silverton, OR 97381
503 873 3601

CONTEL

October 14, 1987

#9762

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Attn: Mr. Steve Ross

RE: Palmer Creek Bridge

Mr. Ross,

I received a letter dated 10/7/87 from B.R. Broomham proposing an offer to settle Contel's claim against Ross Bros. Construction, Inc. We have taken your proposal under consideration and offer the following for claim settlement.

Contel currently has an outstanding bill owed to the Oregon State Highway Division for $1,364.00 for access (utility holes E/W conduit) thru the new bridge in Dayton. The relocation necessitated this addition. We propose the following settlement of our claims against Ross Bros. Construction, Inc.

Amount of claim owed by Ross Bros. to Contel	$4,287.21
Amount owed to State Hwy Div. by Contel	-1,364.00
Adjusted total owed by Ross Bros. to Contel if they settle/pay the State Hwy. Div.	$2,923.21

If you agree to this proposal we would consider it full and final settlement.

Upon receipt of your check for $2,923.21 and confirmation by the State Highway Division that you have paid or settled the $1,364.00 owed by Contel, we would consider this matter closed.

Thank you for your attention to this matter and if I can be of further assistance, please don't hesitate to call.

Sincerely,

Frank White
Frank White
Supr. Engr. O.S.P.

xc: Fran Neavoll - Oregon Dept. of Transportation w/attachment
File A4440-02

RECEIVED
OCT 16 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Talked to Mr. White by phone - he will deal separately -
Fran

RECEIVED
OCT 8 1987
ENGINEERING DEPT.

ROSS BROS.
CONSTRUCTION,
INC.
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
503-393-5885

October 7, 1987

Mr. Frank White
Supr. Engineer, O.S.P.
Continental Telephone Company
of the Northwest
P.O. Box 507
Silverton, Or. 97381

Re: Palmer Creek Bridge.

Dear Mr. White,

Mr. Steve Ross has requested me to confirm, in writing, his verbal offer to settle Contel's outstanding claim.

Accordingly, this will confirm that Ross Bros Construction, Inc. is prepared to pay the amount of three thousand dollars ($3000.00) in full and final settlement of all claims made by Continental Telephone Company against Ross Bros Construction, Inc.in connection with the Palmer Creek Bridge project.

This offer is made to expedite closure on the project and is in no way intended as an admission of liability concerning the above mentioned claims.

Very truly yours,

Barry R. Broomham
Controller.
Ross Bros Construction, Inc.

AGC
THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA
OREGON-COLUMBIA CHAPTER

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

9762

Continental Telephone Company
of the Northwest
P.O. Box 507
106 West Main Street
Silverton, OR 97381
503 873 3601

CONTEL

September 23, 1987

#9762

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

RE: Palmer Creek Bridge Section, Salem-Dayton Highway, Yamhill County.

We received a letter from the State of Oregon Dept. of Transportation dated 8/11/87 informing us that there has been a claim filed with the Secretary of State against your company for monies owed to Contel of the Northwest.

As of this date we have not received payment or any correspondence from you concerning this matter.

Contel of the N.W. is informing Ross Bros. Construction, Inc. that if payment is not received by October 5, 1987, we will notify the Oregon State Dept. of Transportation of the current status of this matter. Contel of the N.W. will then be forced to pursue other legal means of collecting our cliam.

If you would like to discuss this issue, please feel free to contact me at 873-2155 between 8:00 A.M. and 5:00 P.M.

Sincerely,

Frank White

Frank White
Supr. Engineer O.S.P.
CTNW-Oregon

FW/hj

xc: Safeco Ins. Co. of America
Oregon State Dept. of Transportation
Jerry Vaughan - Contel's State Manager

RECEIVED
SEP 24 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

9762

August 11, 1987

CON 5 - #9762

Continental Telephone Company
of the Northwest
106 West Main Street
P.O. Box 507
Silverton, OR 97381

Attention: Paul Jensen

We have received a copy of your letter dated July 31, 1987, addressed to the Secretary of State filing a claim against the following Highway Division contract:

FILED BY:	Continental Telephone Company of the Northwest
AMOUNT:	$4,287.21
FOR:	Labor and material
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
CONTRACT NO.:	9762
PROJECT:	Palmer Creek Bridge Section, Salem-Dayton Highway, Yamhill County
SURETY:	Safeco Insurance Company of America

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Bryant Jackmond FKN:cc

NOTED ON CARD
8-11-87a

Continental Telephone Company of the Northwest
P.O. Box 507
106 West Main Street
Silverton, OR 97381
503 873 3601

CONTEL

July 31, 1987

Secretary of State
Public Records Section
143 Capitol Building
Salem, OR 97310

NOTICE IS HERBY GIVEN that the undersigned, Continental Telephone Company of the Northwest, a corporation, as claimant has a claim for labor and material, generally consisting of ninety-five manhours and telephone cable for temporary relocation in the sum of $4,287.21 against the bond taken from Ross Bros. Construction, Inc., as principal and Safeco Insurance Co., as surety, for the construction of the Palmer Creek Bridge Contract No. #9762 by and between the State of Oregon by and through its Transportation Commission, and Ross Bros, Construction, Inc. as Contractor.

Dated this 31st, day of July 1987.

Paul Jensen
By Paul Jensen - Construction Supervisor

xc: Ross Bros Construction, Inc.
Safeco Insurance Co. of America
Commission Services Unit
File - JO A4440-02

RECEIVED
AUG - 3 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9762

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	6-39
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	5

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-3-87

State	OREGON
County	YAMHILL
Project Number	BRF-73(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26 ,19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 915,013	$ 941,372
Federal funds	$ 732,010	$ 753,097
Other revisions		

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3RD day of JUN ,19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1986 -491-818/46154

Gen Files

Oregon State Highway Division
Salem, Oregon   May 27, 1987

Federal-Aid Project No. BRF-73(3)

Palmer Creek Bridge Section
Salem-Dayton Highway
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure: Br. #1470A (Sta. 10+55 to Sta. 13+70)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Concrete Inlets Type G-1 Each	$375.00	1	$ 375.00	2	$ 750,00
Guardrail, Type 2A L.F.	12.00	225	2,700.00	312	3,750.00
Rail End Pieces Type C Each	215.00	5	1,075.00	6	1,290.00
Type G Concrete Rail L.F.	29.00	722	20,938.00	746	21,634.00
Sheet Piling (PA #2A) lbs.	0.15	--	--	14,700	2,205.00
Structural Concrete (PA #3A) Cu. Yd.	193.18	--	--	4.77	921.47
Furn & Drive Conc. Pile (PA #3B) Each	375.00	--	--	1	375.00
Reinforcement (PA #3C) lb.	0.39	--	--	798	311.22
Guardrail Br. Conn Rev. (PA #6B) L.S.	360.00	--	--	100%	360.00
Time Extension (Adj #3) Day	225.00	--	--	7	1,575.00
Time Extension (Adj #4) Day	225.00	--	--	47	10,575.00

City Dayton Sewer Works (SFO #3)	--	--	--	--	7,700.00
			$25,088.00		$ 51,446.69

Increase	$ 26,358.69
Subtotal of Previous Estimate of March 29, 1987	796,644.80
Subtotal	$ 823,003.49
Engineering	118,368.51
Total	$ 941,372.00

Length of Project --------------- 0.06 mi.

Retain in Reserve

Revised Guardrail Location	All Required	$ 6,000.00

Federal Funds (80%) --------------	$753,097.00
State Funds -----------------------	188,275.00
TOTAL	$941,372.00

Reimbursement 100% $897,979.00 Public Law 97-124, S145

SubJob 010: 0%; SubJob 011: 92%; SubJob 080: 0%; SubJob 081: 8%
Contract No. C09762
Prefix: C136-1458
Prefix: C09762

Appn Code: 118

Nonparticipating State Work

State Responsibility for Damages	$ 1,000.00

RLC:pf

9762

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-52 PROJECT REPORT NUMBER MODIFICATION NUMBER 4	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-7-87	Form Approved: O M B No. 04-R2089 State Oregon County Yamhill Project Number BRF-73(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on March 26 , 19 84 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 911,979	$ 915,013
Federal funds	$ 729,583	$ 732,010
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of MAY , 19'87 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 29, 1987

FEDERAL AID PROJECT NO. BRF-73(3)

PALMER CREEK BRIDGE SECTION
SALEM-DAYTON HIGHWAY
YAMHILL COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE: BR. #1470A (STA. 10+55 to 13+70)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Bridge Rail (PA #1A) Lin. Ft.	$ 7.40	---	$ -0-	410	$ 3,034.00
			$ -0-		$ 3,034.00

Subtotal from previous estimate of March 6, 1987	$ 793,610.80
Total Increase	3,034.00
Subtotal	$ 796,644.80
Engineering	118,368.20
Total	$ 915,013.00

Length of Project 0.06 mi.

RETAIN IN RESERVE

Revised Guardrail Location	All Required	$ 6,000.00

Federal Funds (80%)	$ 732,010.00
State Funds	183,003.00
Total	$ 915,013.00

Reimbursement 100% $897,979.00 Public Law 97-124, S145

Sub. Job 010 = 0%; Sub. Job 011 = 92%; Sub. Job 080 = 0%; Sub. Job 081 = 8%
Contract No. C09762
Prefix: C136-1458
Prefix: C09762

RLC:bkb

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 1,000.00

9762

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 3-97	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Yamhill
MODIFICATION NUMBER 3	3-11-[illegible]	Project Number BRF-73(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 906,979	$ 911,979
Federal funds	$ 725,583	$ 729,583
Other revisions		

This modification is made for the following reasons:

To include increase of construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of MAR, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXFor: Larry Rulien

State Highway ENgineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon March 6, 1987

Federal-Aid Project No. BRF-73(3)

Palmer Creek Bridge Section
Salem-Dayton Highway
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure; Br. #1470A (Sta. 10+55 to 13+70)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen (PA #7)	$ 5.00	250	$1,250.00	584	$2,920.00
12-inch Sewer Pipe	10.00	249	2,490.00	326	3,260.00
			$3,740.00		$6,180.00

Subtotal from Previous Estimate of August 21, 1985	$791,170.80
Total Increase	2,440.00
Subtotal	$793,610.80
Engineering	118,368.20
Total	$911,979.00

Length of Project ------------------- 0.06 mile

RETAINED IN RESERVE

Revised Guardrail Location	All Required	$ 6,000.00

Federal Funds (80%)	$729,583.00
State Funds	182,396.00
TOTAL	$911,979.00

Reimbursement 100% $897,979.00 Public Law 97-124, S145

Sub-Job 010 = 0%; Sub-Job 011 = 92%; Sub-Job 080 = 0%; Sub-Job 081 = 8%

Contract No. C09762
Prefix No. C136-1458
Prefix No. C09762

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 1,000.00

DDB:me

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STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-77	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Yamhill
MODIFICATION NUMBER 2	8-27-85	Project Number BRF-73(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 897,976.00	$ 906,979.00
Federal funds	$ 718,383.00	$ 725,583.00
Other revisions		

This modification is made for the following reasons: to include increase in construction engineering cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of AUG, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

~~for~~ Manager, Program Section
(Title)

~~XXX~~By For: E.S. Hunter, P.E.

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 21, 1985

FEDERAL AID PROJECT NO. BRF-73(3)

PALMER CREEK BRIDGE
SALEM/DAYTON HIGHWAY
YAMHILL COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE, BRIDGE NO. 1470A (STA. 10+55 TO STA. 13+70)

Subtotal as on Estimate of March 21, 1984 (Alt. "A")	$ 791,170.80
Engineering	115,808.20
Total	$ 906,979.00
Length of Project	0.06 miles.

Retained in Reserve

Revised Guardrail Location	All Required	$ 6,000.00

Federal Funds (80%)	$ 725,583.00
State Funds	181,396.00
Total	$ 906,979.00

Reimbursement 100% $897,979.00 Public Law 97-124, S145

Group 1 92%; Group 8 8%
Contract No. 9762
Prefix: 136-1458
Prefix: C09762

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 1,000.00

RLC:bkb

9762

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 10-271

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

[illegible]

Form Approved; O M B No. 04-R2089

State Oregon

County Yamhill

Project Number BRF-73(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 897,979	$ 897,979
Federal funds	$ 897,979	$ 718,383

Other revisions Appn Code 118

(Note: Additional Federal Funds Collected - $121,426.54)

This modification is made for the following reasons:
"The project agreement executed 3-26-84, is modified to decrease federal-aid participation to 80 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Potter
Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

PALMER CR BR
YAMHILL CO
136-1092

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-210 + 211	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State OREGON County YAMHILL Project No. BRF-73(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 122, Palmer Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-1-84	0.06
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 897,979.00	$ 718,383.00 *

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

* See additional provisions on back

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

For Manager, Program Section
(Title)

~~By~~ XX FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible] 984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145. The additional Federal funds requested total $179,596.00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 80 percent."

U S GOVERNMENT PRINTING OFFICE: 1977—724-393 3-1
882-236

AGREEMENT PROVISIONS

Project No
BRF-73(3)

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

Gen Files

Oregon State Highway Division
Salem, Oregon March 21, 1984

Federal-Aid Project No. BRF-73(3)

Palmer Creek Bridge
Salem/Dayton Highway
Yamhill County

PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure, Bridge No. 1470A (Sta. 10+~~45~~ 55 to Sta. 13+~~88.07~~ 70.00)

Mobilization		All Required		$ 80,000.00
Temporary Protection and Direction of Traffic		All Required		1,000.00
Temporary Signs	195	Sq. Ft.	14.00	2,730.00
Temporary Barricades	4	Each	100.00	400.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	250	Lin. Ft.	5.00	1,250.00
Flagmen	250	Hour	5.00	1,250.00
Temporary Reflective Markers	50	Each	5.00	250.00
Clearing and Grubbing		All Required		56,000.00
Removal of Structures and Obstructions		All Required		500.00
Ditch Excavation	65	Cu. Yd.	7.00	455.00
Embankment Foundation Excavation	1,400	Cu. Yd.	1.00	1,400.00
Embankment in Place	572	Cu. Yd.	10.00	5,720.00
Detour Removal Excavation	19,000	Cu. Yd.	.10	1,900.00
Granular Embankment	21,128	Cu. Yd.	.10	2,112.80
Trench Excavation	125	Cu. Yd.	10.00	1,250.00
1"-0 Aggregate Base	2,300	Ton	.10	230.00
Class "C" Asphalt Concrete	1,000	Ton	.10	100.00
12-inch Culvert Pipe	162	Lin. Ft.	10.00	1,620.00
Extra for Pipe Under Pavement	24	Lin. Ft.	23.00	552.00
12-inch Sewer Pipe	249	Lin. Ft.	10.00	2,490.00
Temporary Sewer Installation, Complete		All Required		3,600.00
Permanent Sewer Installation, Complete		All Required		3,700.00
Concrete Inlets, Type "D"	3	Each	350.00	1,050.00
Concrete Inlets, Type G-1	1	Each	375.00	375.00
8-inch Drain Pipe	100	Lin. Ft.	5.00	500.00

Gravel in Drains	6	Cu. Yd.	32.00	192.00
Guard Rail, Type 1	1,115	Lin. Ft.	7.60	8,474.00
Guard Rail, Type 2A	225	Lin. Ft.	12.00	2,700.00
Guard Rail, Type 3	100	Lin. Ft.	26.00	2,600.00
Guard Rail Anchors, Type 1	4	Each	300.00	1,200.00
Rail End Pieces, Type C	5	Each	215.00	1,075.00
Concrete Barrier	50	Lin. Ft.	32.00	1,600.00
Loose Riprap, Class 50	2	Cu. Yd.	40.00	80.00
Reconstruct Pump Station Manhole		All Required		400.00
Roadside Seeding and Mulching	2.0	Acre	750.00	1,500.00

Alternate "A"

Bridge Removal Work		All Required		$ 97,500.00
Shoring, Cribbing, Etc.		All Required		15,500.00
Structure Excavation	1,200	Cu. Yd.	9.00	10,800.00
Special Wall Backfill	340	Cu. Yd.	18.00	6,120.00
Furnish Pile Driving Equipment		All Required		34,000.00
Furnish Prestressed Concrete Piling	3,616	Lin. Ft.	12.00	43,392.00
Drive Prestressed Concrete Piles	3,616	Lin. Ft.	2.00	7,232.00
Structural Concrete, Class 3300 (440 C.Y.)		All Required		85,000.00
Structural Concrete, class 4500 (315 C.Y.)		All Required		76,000.00
105'/110' Type IV Prestressed Beams	18	Each	7,150.00	128,700.00
Reinforcement (85,250 Lbs.)		All Required		33,235.00
Coated Reinforcement (45,000 Lbs.)		All Required		24,075.00
Reinforced Concrete Bridge End Panels	185	Sq. Yd.	52.00	9,620.00
Parapet Railing, Type "G"	722	Lin. Ft.	29.00	20,938.00
Pedestrian Handrail	367	Lin. Ft.	25.00	9,175.00
			Alternate "A"	$ 791,542.80

Anticipated Items

Permanent Pavement Striping		All Required		$ 1,500.00
Credit for Maintenance Rock	10,000	Yd. Mile	.18	(1,872.00)
			Subtotal Alt. "A"	$ 791,170.80
			Engineering	106,808.20
			Total	$ 897,979.00

Length of Project	0.06 mi.

RETAINED IN RESERVE

Revised Guardrail Location	All Required	$ 6,000.00
Federal Funds (80%)		$ 718,383.00
State Funds		179,596.00
Total		$ 897,979.00

Reimbursement 100% $897,979.00 Public Law 97-124, S145

Group 1: 92%; Group 8: 8%
Contract No. 9762
Prefix: 136-1458
Prefix: 136-1092

Palmer Creek Bridge
Salem-Dayton Highway
Nonparticipating-State Work

State Responsibility for Damages	All Required	$1,000.00

DAR:RDS:pf

STATE OF OREGON
ROAD DESIGN SECTION 378-6271

INTEROFFICE MEMO

TO: W. G. Anhorn
Region 2 Engineer, SALEM

DATE: June 1, 1987

FROM: George F. Strawn
Right of Way Descriptions Supervisor

SUBJECT: Palmer Creek Bridge Section
Salem-Dayton Highway
Yamhill County

We are forwarding herewith a reproducible copy of a map (Drawing No. 9B-19-23) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section or Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

The Field Notes are filed as Field Book No. 2822 at the Oregon Department of Transportation Building, Room 222, Salem, OR. 97310

By: Scott Liesinger

Scott Liesinger
Sr. Designer-Drafter

Sl:rlr
Attachment

cc: Pete Fidler

81-125-1367

9762

ROSS BROS.
CONSTRUCTION,
INC.
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
503-393-5885

Mr. Steve Burch
Rowell & Wickersham
P.O. Box 472
McMinnville, Ore 97128

#9762

May 22, 1987

Re: Palmer Creek Project-Claim

Dear Mr. Burch:

Per our telephone conversation 5/22/87, Ross Bros. Const. Co., Inc. made you an offer to settle your claim on the above project in the amount of $2573.83 which is all on your statement except 50% of the standby charges. We are unable to verify the standby charges. Company policy is that unless there is a signed ticket from our jobsite representative extra charges will not be paid.

We understand that you have declined our offer.

Sincerely,

George Wilhelm

cc: File

Robert W. Gormsen
Dept. of Transportation ✓
Transportation Building
Salem, Oregon 97310

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, Or 97034

RECEIVED
MAY 26 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec.
claim already
filed

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

9760

April 28, 1987

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

CON 5
9762

Re: Time Extension Appeal
Palmer Creek Bridge
Contract No. 9762
FAP No. BRF-73(3)

Your request for reconsideration of my March 25, 1987, decision on contract time has been reviewed.

The contract plans anticipated embankment detour construction. The interim October 31 partial completion date in the contract was to assure removal of temporary embankment from the flood plain. You proposed the use of a temporary bridge for the detour instead of constructing the embankment and this was approved by Price Agreement. We conclude that you are correct in contending that the interim partial completion date was no longer appropriate in respect to the detour embankment removal. It remained appropriate for placing traffic on the new structure, which was on November 14, 1984.

The time charged between November 14 and December 31, 1984, will be returned to you. Therefore, a contract time adjustment of an additional 47 calendar days is granted. There remains 43 calendar days of liquidated damages on this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn
Arvey Nelson
FHWA
Bruce Walton

9762

March 25, 1987

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

CON 5
9762

Re: Time Extension Request
Palmer Creek Bridge
Contract No. 9762
FAP No. BRF-73(3)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 14 days due to extra and additional work performed, and delay resulting from the City of Dayton water line installation.

The additional utility adaptations made under Price Agreement warrant an additional six (6) calendar days of contract time. The added inlet warrants one additional calendar day of contract time. The City of Dayton water line delay warrants two additional calendar days of contract time.

In summary, a contract time adjustment of an additional nine (9) calendar days is granted for the above reasons. There remains 90 calendar days of liquidated damages under this contract.

Should you wish to further review this matter, or to submit additional data, please contact Project Manager Arvey Nelson.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn w/att.
Arvey Nelson w/att.
FHWA w/att.
Bruce Walton: NOTE - 7 days "P"; 2 days "N-P"

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Husby
Region II Construction Engineer

DATE: February 9, 1987

FROM: Arvey Nelson
Project Manager

SUBJECT: Time Extension Request
Palmer Creek Bridge
Contract No. 9762

RECEIVED
MAR 0[illegible] 1987
CONSTRUCTION
SECTION

CE ___ CAE ___
COE ___ OM ___
OE ___
CA ___
CAM ___
LCO ___
SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___ KGH
FQC ___
CCS ___
LIEP ___

Enclosed for your review is a 14 day time extension received from the Contractor plus a letter by the Contractor asking for relief from an additional 85 days of liquidated damages.

Contract work was completed June 17, 1985 at which time 99 days of liquidated damages had been assessed.

Work by this contract replaced an old existing timber structure with a new concrete structure. Included in the contract work was the construction of a roadway detour which traffic would use during the construction of the new bridge. The contract plans detailed the construction of an embankment fill detour, however, the Contractor requested and received approval to construct a detour structure.

The contract specified two completions. The first specified all work requiring the detour plus the detour removal would be completed October 31, 1984. The second specified all work would be completed by December 31, 1984.

At the pre-construction meeting the Contractor presented a construction schedule which indicated contract work would be completed as specified. With the price agreement documenting the construction of the detour structure plan revision, it was again specifically stated that the contract specified completion would remain as specified.

It is my strong opinion that the State allowed ample time for completing the contract work within the specified time limits. With an adequate work force and construction equipment readily available work could have been completed on time. It seemed during our Palmer Creek construction the Contractor may have been over extended with work elsewhere as we heard numerous job site complaints about scheduling problems with equipment and materials on the job when needed plus not having an adequate work force to complete the work.

Listed is a summary of the Contractors construction progress:

February 23, 1984; Bid Letting Palmer Creek Bridge. Ross Bros. apparent low bidder at $791,542.80

March 14, 1984; Pre-Construction meeting. Contractor start work clearing detour area.

March 16, 1984: Official award of Contract to Ross Bros.

April 7, 1984: Detour structure complete. Traffic routed on detour structure. Contractor start to remove old bridge.

October 31, 1984: Began liquidated damages. Work not completed requiring the detour and detour removal.

November 14, 1984: Traffic began using new structure this day. Work continued at the bent No. 1 right wing wall, sidewalk and pedestrian rail however, as this section of the new bridge could only be constructed after the removal of a portion of the detour roadway.

December 31, 1984: Date of specified completion of all contract work.

January 11, 1985: Complete all work new structure with the installation of the final section of pedestrian rail at bent No. 1 left wing wall. Also complete removal and clean up of detour structure.

Issue Stop Work Order to provide for paving the final lift of A.C. pavement during favorable paving weather. At this time all work complete except, (1) The final lift of roadway paving at the bridge ends. (2) The removal of the detour approach fills. (3) Seed and mulch construction slopes.

May 22, 1985: Rescind Stop Work Order. Contractor start removal detour approach fills and shape up construction slopes.

June 3 & 4, 1985: Complete final lift of A.C. paving.

June 17, 1985: Seed and mulch slopes. Issue 2nd notice. Last day of liquidated damages. A total of 99 days damages assessed.

The Contractors time extension request of 14 days covers rather minor items of extra work encountered during construction.

Items No. 1, 2, and 3 cover placing two added runs of 12" diameter utility holes through the structure. One for the Telephone company and one for the City of Dayton water. The total cost for placing both added utility accesses is $2,770.00. Work included placing 30, sonotube block outs in the diaphram beams and the bent beams plus installing 102 deck hanger inserts. Placing four, 21 lin. ft. runs of 12" diameter concrete pipe under the impact slabs completed the work.

With our P.A. cost justification we estimated 52 hours total hours for utility holes and inserts plus one day for a 3 man crew to place the 24 pieces of 3 1/2 foot length pipe.

6 days for all utility work on structure.

The Contractor accomplished the utility Extra work as he formed up the diaphram beams and placed adjacent contract utility holes. The exact time spent on the extra work would be difficult to determine however my feeling is the 6 day request is excessive.

Item No. 4 covers extending the bent No. 1 left wing wall 20 feet. To enable the wing wall end to catch the existing roadway fill slope. The P.A. cost to perform the work was $2,151.61. The extra work included, drive one extra concrete pile, 4 3/4 cubic yards concrete, 600 pounds re-steel and 20 lin. feet of type "G" concrete rail.

The wing wall extension work was performed along with the plan contract work so again the 5 day request is kind of an arbitrary figure which doesn't seem to be out of line.

Disagree. Although it was extra work, the extension had absolutely no impact on the main body of work. Recommend no days.

Item No. 5 covers an extra inlet which was added at the bid item cost of $375.00. Allowing one day for an added inlet seem reasonable.

1 day

Item No. 6. The City of Dayton did place an 8" water line through the utility conduit under the impact slab and extend it out beyond the roadway shoulder for a future hook up. The City did their work in a prompt and efficient manor. However, they were working in the roadway at a time the Contractor was attempting to complete the subgrade work. The P.A. written to cover the added water line work for the City stipulated that the Contractor would cooperate and schedule work with the City. A two day delay is questionable but not out of line.

contractor req'd to work with utilities. However, this was Not in original contract, Ross Bros could not have anticipated this.

Considering a dollar value approach to the total extra work we find the Contractor is asking 12 days for $5,300.00 worth of extra work. A minimum material cost would be $1,000.00 ($340.00 pipe, $250.00 re-steel and $450.00 concrete). With a 3 man crew at $30.00 per hour labor costs alone are $720.00 per day. Disregarding all equipment costs this would equal about 6 days of extra work.

With Ross Bros. letter of June 21, 1985, the Contractor suggests the October 31, 1985 detour removal requirement could be disregarded due to the assumption this specification was to prevent high water and flooding with the plan detour fill. According to the Contractor this specification need was eliminated with the detour structure.

The Contractor also suggests that with the January 11, 1985, structure completion and with traffic using the new structure and also the safety improved roadway approaches (complete except for the top lift of pavement), further liquidated damages should be assessed only during the two days of actual paving of the final lift of A.C. pavement.

While the Contractor logic is correct to a degree, that fact still remains that the traveling public was exposed to that same extended period of detour travel and that same extended period of construction activities equal to that six months of added construction time which extended beyond the contract specified completion.

Had the Contractor completed work as specified, on October 31, 1984, both vehicles and pedestrians would have had an unrestricted use of the entire new structure. With a December 31, 1984 contract completion no construction hindrance would have occurred beyond that date.

With the Contractors slow and delayed completion, unrestricted travel across the new structure was not provided until January 11, 1985. With a Stop Work Order in effect from January 11 to May 23, 1985, traffic was free flowing during this period. However, from May 23 to the June 17, 1985 project completion there were roadside construction activities which did produce a degree of hindrance and hazard to roadway traffic.

With the completion of contract work the number of flaggers hours used was more than double the plan quantity. One might equate increased flaggers hours to increased public exposure to construction activities.

While the contractor concludes there was no damage to the State, the fact that the public was denied a timely use of a new section of roadway plus the fact that the public was exposed to annoying construction activities for an unreasonable length of time are both, in my mind, damaging.

In summary I limit my time extension recommendation to those 14 days requested by the Contractor to cover items of Extra work and I feel that allowance generous.

[redacted] ~~w/orig attachments~~:

Region recommends 6 days for all extra utility work on structure, 1 day for the inlet added in the roadway, and 2 days for the unanticipated delay caused by the City of Dayton: A total adjustment of 9 calendar days. There would remain 90 days of liquidated damages caused by the contractor's failure to pursue the work according to his schedu

Request your concurrence.

Ken Linsby
2-23-87

3-24-87
W.E. Schwartz -
I concur with Region
and recommend a 9 C.D. time
extension.
D.B. Jackman

CE ...... CAE ...... RECEIVED SPC ...... TC ......
COE ...... OM ...... SA ...... CC ......
OE ...... MAR 0 3 1987 FE ...... CP ......
CA ...... PQC ......
CAM ...... CONSTRUCTION QCS ......
SECTION FILE ......

Continental Telephone Company
of the Northwest
P.O. Box 507
106 West Main Street
Silverton, OR 97381
503 873 3601

CONTEL

November 13, 1986

no response nec. as arvey nelson handling (8-8529)
cc to Arvey
called Paul Jensen's office & told him Arvey handling.
Fran

Commission Services
Oregon State Highway Division
Salem, Oregon 97030

RE: CONTRACT #9762, PALMER CREEK BRIDGE

Dear Sirs,

During the preconstruction meeting on the Palmer Creek Bridge project, it was determined that Contel had met all requirements for the relocation of our facilities. In the meeting it was brought out that Ross Bros., Construction, Inc. would build a temporary structure to reroute traffic.

By constructing a temporary structure this caused Contel to relocate on a temporary basis our facilities during the construction phase of the new Palmer Creek Bridge. Upon completion of the bridge we relocated our facilities on the new bridge.

The total cost incurred by Contel for the above mentioned work amounted to $4,287.21. Attached is a letter from Mr. Arvey Nelson, Project Manager, Oregon Department of Transportation for the Palmer Creek Bridge project. Stating that it is the firm position of the State of Oregon that the contractor (Ross Bros.) is responsible for the payment of utility relocation costs, and that should the problem not be resolved, monies would be held from the contractors pay estimate. As of this date, Contel has not been reimbursed for said expenses.

Also attached is a copy of a price agreement for work done by Ross Bros., for Contel in the amount of $1,364.00. It is Contels position not to pay for the work performed by Ross Bros. until an agreement is reached on the bill owing Contel.

If you have any questions please feel free to contact me at 873-2154.

Sincerely,

Paul Jensen

Paul Jensen
Construction Supervisor
CONTEL

RECEIVED
NOV 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PJ:las
Enc. 2
xc: Frank White, Engineering, CONTEL

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

April 18, 1985

In Reply Refer to
File No.:

Paul Jensen
Continential Telephone Co.
P.O. Box 507
Silverton, Oregon 97381

Dear Paul:

Re: Temporary Relocate Telephone Facilities
Palmer Creek Bridge Contract No. 9762
Dayton, Oregon
Contel Reference No. A44002
Contel Account No. 1206000

I have a copy of your February 13, 1985, billing of $4,287.21 to Ross Bros. Const. Co. for the temporary rerouting of your facilities around the Palmer Creek Bridge construction site work area.

It is the firm position of the State of Oregon that the contractor (Ross Bros.) is responsible for the payment of your utility relocation costs.

Should we not be able to resolve the payment of your utility work with the contractor within the very near future monies will be with held from the contractors pay estimate and a full payment provided by the State.

Sincerely,

Arvey Nelson
PROJECT MANAGER

AN:mw

RECEIVED
NOV 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

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APR 22 1985
ENGINEERING DEPT,

734-[illegible]

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Palmer Creek Bridge		CONTRACT NO. 9762
HIGHWAY Salem/Dayton	COUNTY Yamhill	PREFIX 136-1092
CONTRACTOR'S NAME AND ADDRESS ROSS BROS. CONST.,INC. 3501 BROOKLAKE ROAD N. SALEM, OREGON 97303		F. A. PROJECT NO. BRF-73(3) PRICE AGREEMENT NO. 5

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

(1) Provide utility holes through structure, for telephone conduit.
(2) Increase quantity bid item #18.

Full reinbursement of costs will be by the Continential Telephone System.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3004A	Provide utility holes	All Required	Lump Sum	944.00	944.00
3004B	Increase bid item #18	42	Lin. Ft.	10.00	420.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE / DECREASE $ 1364.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS: The above noted pay items will constitute a total compensation for 1) providing through the structure 15-12" dia. utility holes and installing 42 deck inserts and 2) placing 2-21' runs of 12" culvert pipe under structure impact slabs. The contractor will further cooperate and schedule work with the telephone co. to facilitate the installation of the added conduit through the structure and the buried cable along the project southerly roadway shoulder.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: 9-5-84
CONTRACTOR DATE

SUBMITTED BY PROJECT MANAGER DATE
Arvey D. Nelson 9/5/84

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE

NOTED OR APPROVED BY CONSTRUCTION DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE
CONTINENTIAL TELEPHONE SYSTEM 9-7-84

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

RECEIVED
NOV 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Continental Telephone
of the Northwest
106 West Main Street
P.O. Box 507
Silverton, OR 97381
503 873 3601

CONTEL

July 6, 1984

Mr. Arvey Nelson
Project Manager
Oregon Department of Transportation
P.O. Box 14030
Salem, OR 97310

Arvey,

We received this correspondence today (7-6-84) from Ross Bros. Const., Inc. reconfirming their position that it is your departments responsibility to pay this bill.

Could you give this your immediate attention so this billing can be resolved.

Sincerely,

Paul Jensen

Paul Jensen
OSP Engineer
Contel

PJ/kw

RECEIVED
NOV 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROSS BROS. CONSTRUCTION, INC.

GENERAL CONTRACTOR
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5285

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

June 25, 1984

Contel of the N. W.
P. O. Box 507
Silverton, OR 97381

Re: A4440-02
Credit Acct 1110P
Palmer Creek Bridge
OSHD Contract 9762

Gentlemen:

Thank you for your billing for work done to date. However, it is still our contention that the responsibility for this is the State's. Please contact Arvey Nelson, Project Manager, for billing.

Thank you.

Very truly yours,

ROSS BROS CONSTRUCTION INC

WM Farr
W. M. Farr
Project Engineer

WMF:lb

RECEIVED
NOV 17 1986
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0220

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.:

CON 5 - 9762

FILED
MAY 30 1986
BARBARA ROBERTS
SECRETARY OF STATE

May 28, 1986

Rowell & Wickersham Contractors, Inc.
P. O. Box 472
McMinnville, OR 97128

Attention: Steve Burch
Vice President

We have received your letter of May 15, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Rowell & Wickersham Contractors, Inc.
AMOUNT:	$2,879.09
AGAINST (Prime Contractor):	Ross Bros. Construction, Inc.
CONTRACT NO.:	9762
PROJECT:	Palmer Creek Bridge Section, Salem-Dayton Highway, Yamhill County
SURETY:	Safeco Insurance Company of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUN 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, North
Salem, OR 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

[illegible]

ROWELL & WICKERSHAM CONTRACTORS

MASONIC BUILDING
PHONE 472-5366

P. O. BOX 472
McMINNVILLE, OREGON

May 15, 1986

Bob Gormsen
Dept. Transportation
121 Transportation Building
Salem, Oregon 97310

Dear Bob:

This is in reference to our recent phone conversation concerning the money owed us by Ross Bros. Construction, Salem, OR.

The amount past due is $2,879.09 on contract #9762-Palmer Creek Bridge.

We thank you for your concern in this matter and hope to resolve it in the near future.

Sincerely,
Steve Burch
Steve Burch, Vice President
ROWELL & WICKERSHAM CONTRACTORS, INC.

SB:rh

RECEIVED
MAY 19 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

770-2

OREGON DEPARTMENT OF TRANSPORTATION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

HIGHWAY DIVISION

WEEK ENDING	MARCH 22, 1986
PROJECT NAME (SECTION)	PALMER CREEK BRIDGE
CONTRACT NO.	C09762
HIGHWAY	SALEM-DAYTON
COUNTY	YAMHILL
F A PROJECT NO	BRF-73(3)
CONTRACTOR	ROSS BROS. CONSTRUCTION
KIND OF WORK	GRADING, PAVING, STRUCTURE
DATE OF AWARD	MARCH 16, 1984
FIRST NOTIFICATION DATE	MARCH 13, 1985
ESTIMATED DATE OF COMPLETION, OR	JUNE 17, 1985
SECOND NOTIFICATION DATE AND	JUNE 17, 1985
ESTIMATED SEMIFINAL SUBMITTAL DATE	MARCH 1986

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 906,156.58

ESTIMATED PROJECT COST $ 834,152.73

ESTIMATED PERCENT OVERRUN/UNDERRUN 0.0 %

ENGINEERING

AUTHORIZATION $ 72,003.85

COST THIS WEEK $ 000.00

TOTAL TO DATE $ 148,000.00

PERCENT OF AUTHORIZATION 205 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
					ON TIME

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 98.5 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	1,972	2,300	1,000			
EST. CORRECTED QUANTITIES	CUYD	TON	TON			
EST. PERFORMED TO DATE	390	1,849	880			
PERCENT PERFORMED TO DATE						

ACTIVITIES THIS WEEK:

NO ACTIVITIES THIS WEEK

PROJECT VISITORS:

NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

REMAINDER OF SEMI=FINAL TO BE SUBMITTED MARCH 1986.
TIME EXTENSION REQUESTED.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

PROJECT MANAGER (SIGN) ARVEY NELSON

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Palmer Creek Bridge

WEEK ENDING: Feb. 14, 1986

SECTION PREFIX: 136-1092

HIGHWAY: Salem/Dayton

COUNTY: Yamhill

NAME OF JOB: Palmer Creek Bridge

KIND OF WORK: Grading, Paving, Structure

CONTRACTOR: Ross Bros. Construction, Inc.

CONTRACT NUMBER: 9762

FEDERAL AID PROJECT NUMBER: BRF-73(3)

DATE OF CONTRACT: March 16, 1984

DATE WORK STARTED: March 13, 1984

ESTIMATED COMPLETION DATE: June 17, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS a)33 b)41

WORK DAYS USED 49

SPECIFIED CALENDAR DAYS 000

CALENDAR DAYS USED 000

SPECIFIED COMPLETION DATE: December 31, 1984

PERCENT OF TIME ELAPSED a)136 b)115

PROJECT AUTHORIZATION: $ 906,156.58

EXCLUSIVE OF ENGINEERING: $ 834,152.73

ENGINEERING AUTHORIZATION $ 72,003.85

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST a) 99 b)103

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 834,152.73

ENGINEERING COST TO DATE $ 148,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 103

ESTIMATED PERCENT: OVERRUN UNDERRUN 0.0 %

PERCENT OF AUTHORIZATION 205 %

DATE PROJECT WAS COMPLETED: 6-17-85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	--	00	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.0	0.0	0.0	0.0	0.0
MILES PARTIALLY COMPLETED	0.0	0.0	0.0	0.0	0.0
MILES COMPLETED	0.0	0.0	0.0	0.0	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1972.0cy	2300.0tn	0.0tn	0.0tn	1000.0tn
TOTAL QUANTITIES CORRECTED TO DATE	0.0cy	0.0tn	0.0tn	0.0tn	0.0tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	390.0cy	1849.0tn	0	0.0tn	880.ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	00	00	00	00	00	00		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
9 SUNDAY	***********	---		
10 MONDAY	Showers	-0-		
11 TUESDAY	Showers	-0-		
12 WEDNESDAY	Snow	-0-		
13 THURSDAY	Showers	-0-		
14 FRIDAY	Showers	-0-		
15 SATURDAY	***********	-0-		

CONTR. NO: 9762 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** DATE: Feb. 14,1986

SUNDAY 9	No activity.
10 MONDAY	No activity
11 TUESDAY	No activity
12 WEDNESDAY	No activity
13 THURSDAY	No activity
FRIDAY 14	No activity
SATURDAY 15	No activity

REMARKS

STATUS: All work complete.
2nd Notification June 17, 1985.
Semi-Final (Partial) submitted 11-27-85.

Items left to complete: Remainder of Semi-Final to be submitted January 1986. Time Extension Request.

SIGNED ____________ LOCATION Salem

Arvey D. Nelson, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

9762
jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRF-73(3)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Yamhill

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30044

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
September 11, 1985

8. FEDERAL ROUTE NUMBER
Primary 73

9. STATE ROUTE NUMBER
Secondary 150

10. GENERAL LOCATION:

Palmer Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Construction of a Bike Path

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9-11-85 as requested in Mr. Fredrickson's letter of 1-8-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $2,800; Federal Funds $2,240.

RECEIVED
STATE HWY ENGR
JAN 17 '86
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to
1/17

14. DATE
1/15/86

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hassner

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9762

N

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No:

DATE: October 24, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-73(3)

Contract 9762, Work Completed June 17, 1985

Project Palmer Creek Bridge

Highway Salem-Dayton

County Yamhill

We request that your office return a signed copy of this letter i dicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 30, 1985

G.K. Hossna
for Dale E. Wilken
Division Administrator

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File

734-2023 (2-85)

7762
rII

US Department of Transportation
Federal Highway Administration

STATE COPY

INSPECTION REPORT c OSHD (Coulter)

(Check appropriate box)

11-23-84

☐ INITIAL INSPECTION ☒ XX INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Yamhill	DIVISION Oregon

IN COMPANY WITH

Ted Litchfield & Arvey Nelson

DATE OF INSPECTION 6/28/84 10/23/84	INSPECTION MADE BY W. H. Kappus, Area Engineer Original Signed By WILLIAM H. KAPPUS Area Engineer	PROJECT NO. BRF-73(3)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 83 %	WORK COMPLETED 75 %

PALMER CREEK BRIDGE
SALEM - DAYTON HIGHWAY
Grading, Paving & Structure

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 19 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Scope of Inspection:
This inspection included a review of work completed, work underway and test results.

Work Complete:
The structural work on this project is nearing completion. The bridge deck has been poured.

Work in Progress:
Parapet forming work was underway. The east approach was being backfilled. Deck forms and overhang brackets were being stripped. General clean up operations under the structure were also underway.

Comments:
Concrete strengths have been satisfactory with strengths running 4000 psi on bents (spec-3300 psi) and 4530 to 4590 psi on the deck (spec-4500 psi). Workmanship on the concrete work appears very good.

The contract plan called for a large grandular fill for the temporary detour. The contractor proposed to use a temporary structure instead. The proposal was reviewed and approved. Some improvement in horizontal and vertical alignment was achieved as well as a project savings of $5,295.80. The detour structure has performed well and will be removed in the near future.

The construction signing and temporary traffic control were reviewed and found to be adequate and satisfactorily maitained.

Form **FHWA-1446A**
(Rev. 2-84)

SC

9162

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-73(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Yamhill

3 FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30044

6 TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7 DATE AUTHORIZATION EFFECTIVE 6-28-84

8 FEDERAL ROUTE NUMBER Primary 73

9 STATE ROUTE NUMBER Secondary 150

10 GENERAL LOCATION
Palmer Creek Bridge Section

11 GENERAL DESCRIPTION OF WORK
Furnish, install and remove temporary roadway illumination poles and luminaires

12 YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13 REMARKS

Contingent upon modification of Project Agreement if additinal funds are required, I approve the advance authorization date of 6-28-84 as requested in Mr. Fredrickson's letter of 7-12-84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $650 Federal Funds $573.

RECEIVED
STATE HWY ENGR
JUL 26 '84
REFER TO
Potter
FOR
Info Inves R/D D/R

14 DATE 7/25/84

15 SIGNATURE OF APPROVING OFFICIAL G. K. Hassman

16 TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On June 1, 1984, approved an agreement with Community Services Consortium and the Highway Division to provide work-site training for youth. They will cut brush to provide sight distance for signs and at bridge ends, work in the greenhouse and perform landscape chores, such as weeding, pruning and hoeing in District 4, Corvallis, from May 1, 1984, to September 30, 1984.

2) On June 5, 1984, approved an agreement with IBM and the Highway Division to purchase 34 microcomputers for the Construction Field Offices.

3) On June 4, 1984, approved an agreement with IBM and the Department of Transportation for the purchase of a communications controller and an operator consol in the amount of $140,294.40 for use in the Information Center at 955 Center Street, Salem. Authorized Director to sign agreement.

4) On June 13, 1984, approved an agreement with Tri-Met to retain the services of Robert B. Duncan for the purpose of representing state and various local governments in Washington, D.C., on transportation issues. Terms of agreement will be from June 1, 1984, to and including June 30, 1985. DOT will contribute 25% of the costs up to a maximum of $15,000. (Authorized Director to sign agreement.)

(5) On June 20, 1984, approved an agreement with City of Dayton which provides for temporary relocation and reconstruction of the City's 6-inch sanitary sewer line in conflict with the proposed construction of the Palmer Creek Bridge Section of the Salem-Dayton Highway in Yamhill County. Cost $7,700.

MISC. CONTRACTS and AGREEMENTS No. 8169

Dated this 2 day of July, 1984

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

STATE HIGHWAY ENGINEER
Date 6/28/84

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-4

TO: J. B. Boyd, ~~PE~~, PLS Pat Schwartz
Right ~~of~~ Way Manager

DATE: June 15, 1984

FROM: Jack M Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT:
Construction/Finance Agreement
Sanitary Sewer Line Relocation
City of Dayton
Palmer Creek Bridge
Salem-Dayton Highway
Yamhill County

Here are three copies of an agreement between the Oregon Transportation Commission, Highway Division, and the City of Dayton, which provides for the temporary relocation and reconstruction of the City's 6-inch sanitary sewer line in conflict with the proposed construction of the Palmer Creek Bridge Section of the Salem-Dayton Highway.

The City's sanitary sewer line facilities are located on State highway right of way, therefore, the cost of the temporary relocation and reconstruction is non-reimbursable. The Agreement, therefore, contains provisions for the repayment by the City of Dayton of the cost of the relocation work.

The Agreement has been approved by the City of Dayton and is being forwarded for your review and approval by the State Highway Engineer. The terms for the repayment of the relocation costs were discussed previously with W. E. Schwartz, Assistant State Highway Engineer.

JMC/nv
Attach.
cc: Jerry Miller

Chairman Yturri approved
3:05 pm P.D.T. June 20, 1984
H S Coulter

6-18-84

Scott- This agreement is O.K. as written. City of Dayton has a sewer line on Palmer Cr. Bridge which has to be relocated at a cost of $7,700. This agreement gives them time to reimburse the State. They want 5 years. I tried to get Yturri's approval today but he had already left for La Grande. WES

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUN 15 1984
M AM ADM RBR CA LS
PMS AS CE OS TA RUE
0 1 2 3 4 5

NOTED
W. E. SCHWARTZ

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 6/20/84

81-125-1387

9762

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GA
DEPUTY ATTORNEY GENE

DEPARTMENT OF JUSTICE

GENERAL COUNSEL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4620

WES

RECEIVED
STATE HWY ENGR
JUN 11 '84
REFER TO ASHE's
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy

June 1, 1984

cy - D. Christensen
6/13
re: Palmer Cr. Bridge

NOTED
W. E. SCHWARTZ

RECEIVED
DOT DIRECTOR
JUN 8 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Diane - It appears we shouldn't allow City of Dayton facilities on our R/W if they cannot spend more than $5,000 to relocate them if necessary
WES

cc: ✓Coulter
Dollis

The Honorable Tony Meeker
State Senator
P.O. Box 326
Amity, Oregon 97101

Re: Opinion Request OP-5640

Dear Senator Meeker:

You state that the City of Dayton several years ago, with the consent of the Highway Division of the Department of Transportation, placed a sewer line on a state highway bridge which is now being replaced. The Highway Division has notified the city that if it is to continue the sewer line on the new bridge it must agree to pay the relocation costs in an unspecified amount over a period of up to ten years. You ask (I) whether the city's limitation on voluntary floating indebtedness would apply to such an agreement, (II) whether the city council may bind future members of the city council to the agreement and (III) whether the city council may obligate the city to pay for work in an unspecified amount.

We conclude, with the reservations noted in the discussion, that the city debt limitation would apply to such an agreement; the city council could bind future members of the city council to such an agreement but that under these circumstances, the city council could not obligate the city to pay for the relocation costs in an unspecified amount.

I

The City Debt Limitation Does Apply to an Agreement to Pay Sewer Relocation Costs.

Chapter X, section 44 of the 1983 charter of the City of Dayton provides in part:

FRED MILLER

> "Except by consent of the voters, the city's *voluntary floating indebtedness* shall not exceed $5,000.00 at any one time. For purposes of calculating the limitation, however, the legally authorized debt of the city in existence at the time this charter takes effect shall not be considered. All city officials and employes who create or officially approve any indebtedness in excess of these limitations shall be jointly and severally liable for the excess." (Emphasis added.)

You state that the relocation costs in question will exceed $5,000 and that relocation by any other means would probably be more expensive than under the agreement being proposed. Although sums will be due only in future installments over a period of up to ten years, Oregon case law has consistently held that an existing debt would be created for the full amount of the agreement at the time of entering into the agreement. *Terry v. Multnomah County*, 279 Or 127, 566 P2d 878 (1977);[1] *Martin v. Oregon Building Authority*, 276 Or 135, 554 P2d 126 (1976); *Brewster v. Deschutes County*, 137 Or 100, 1 P2d 607 (1931).

We have not been cited to any local legislative history or interpretation of the Dayton charter provision which would suggest that the court's "aggregate sum" rule should not be assumed to be a part of the indebtedness limitation. We may assume so.[2]

Dayton's charter section 43 is almost verbatim of section 41 of the Model Charter for Oregon cities by the Bureau of Municipal Research and Service (3rd rev 1967). A footnote to the Model Charter explains:

> "The term 'floating indebtedness' here means 'that mass of lawful and valid claims against the corporation for the payment of which there is no money in the corporate treasury specifically designated, nor any taxation nor other means of providing money to pay particularly provided.' Black's Law Dictionary 768 (4th ed. 1951).
>
> "The limitation is intended to prevent the accumulation of a large nonbonded debt due to the overestimation of, or failure to receive, anticipated and budgeted revenue."

It has been held elsewhere that "*floating* indebtedness" is debt for which there is no present means of payment. *Elliott v. Fiscal Court of Pike County*, 237 Ky 797, 36 SW2d 619 (1931).

(Emphasis added.) Again, absent evidence of a different meaning to be attributed to the charter language, we may assume that any amount pledged to be paid for installation of the new sewer line would be "floating" and any amount over $5,000 would be unauthorized without a vote of the city electorate.

We have no doubt but what the agreement creates "debt" and that the city could avoid the application of its charter debt limitation by use of the special fund doctrine.[3]

The question of whether this particular indebtedness would be "voluntary" or "involuntary" must still be addressed. We have found Oregon cases concerning the county debt limitation in Article XI, § 10 of the Oregon Constitution to be instructive on this subject. Those cases were substantially reviewed in 40 Op Atty Gen 408 (1980) and 40 Op Atty Gen 422 (1980). In Security Co. v. Baker County, 33 Or 338, 352, 54 P 174 (1898), the court passed upon the validity of certain county warrants issued in excess of the county debt limit. Under the county debt limitation as it then existed,[4] the court found the proper criterion to be whether the debt was voluntary or imposed by law, i.e., involuntary. It held invalid warrants for building a bridge, a courthouse and a jail, insurance premiums, bounties on wild animals and purchase of toll roads. It found such obligations either to be discretionary in nature or ones which could be postponed.

The court held valid, however, warrants to bring the county books up to date and to investigate the books "to ascertain whether there was any stealing being done." The court said:

> ". . . Either service would appear to be necessary to the orderly and prudent management of the business and governmental affairs of the county."

This standard was subsequently criticized as being subject to abuse and less than protective of constitutional interests of seeing that counties transact business upon practically a cash basis. In Eaton v. Mimnaugh, 43 Or 465, 73 P 754 (1903), the court held a statute which required the county to incur an indebtedness to transfer the county seat from Union to La Grande unconstitutional as violative of Article XI, § 10. Notwithstanding the statutory obligation of the county to involuntarily incur this indebtedness, the court ruled it to be "voluntary." The court said, in part:

> ". . . A large part of the obligations incurred by every county may without any great impropriety be said to be involuntary, in the sense that the

> discharge of the duty in which they were incurred could not have been neglected or avoided without disregarding some provision of law; but, if that test alone is to be the standard, a county is practically left free to contract unlimited obligations, notwithstanding the provisions of the constitution. This would be violating the language of that instrument, and frittering away its meaning by construction." Id. at 472.

In an early case, the California Supreme Court examined Article XI, § 18 of the California Constitution, which was of similar import to Oregon Constitution Article XI, § 10. The court held that the plain meaning of the constitutional provision was to include indebtedness which the municipality has contracted; and that the clear intent was "to limit and restrict the power of the municipality as to any indebtedness or liability which it has discretion to incur, or not to incur." Lewis v. Widber, 99 Cal 412, 33 P 1128, 1129 (1893).

In a recent case, the California Court of Appeals looked at the same debt limitation language. It first held that the "debt limitation does not apply to an obligation or liability imposed by law as distinguished from one voluntarily incurred." Wright v. Compton Unified School District, 120 Cal Rptr 115, 46 Cal App 3rd 177, 181 (1975).

The Wright court then made a distinction between general and specific legal obligations in determining voluntariness based on Pacific Undertakers v. Widber, 113 Cal 201, 45 P 273 (1896). Pacific Undertakers held that even where a county is under a duty, such as providing for burial of indigent dead, the duty is general, rather than specific, and the county's contract to meet its duty is a liability voluntarily incurred.[6]

Again, absent any evidence that "voluntary" in section 43 of the Dayton charter should be understood to mean anything different than what our Supreme Court or the California courts have concluded and conceding that that decisional law is not totally consistent or dispositive, we believe that avoiding an interruption of the sewer line would be an expenditure necessary for the general welfare.[7] However, we do not have sufficient facts to conclude that the expenditure which is the subject of this opinion is specifically mandated by law so as to assert that it would be an involuntarily incurred debt.

The city is under a general duty to prevent its sewage from being discharged into the creek. It may be that the most efficient means for doing so is to have its sewer line relocated on the new bridge as a part of the bridge construction.[8] However, there may be alternatives short of agreeing to making this specific expenditure which would satisfy the city's general duty and its charter debt limitation. For example, perhaps an agreement to lay a temporary sewer line across the state bridge could be accomplished pending provision for a more permanent solution. Or, the admittedly unattractive alternative of holding tanks and transportation of the sewerage to the city's treatment facility may be another option.

We are also not aware of the facts which could argue that this expenditure is actually "unforeseen" and therefore involuntary.

The court in *Eaton v. Mimnaugh*, 43 Or 465, 73 P 754 (1903) said in part:

> ". . . If, however, from some cause *which could not reasonably have been foreseen or anticipated at the time of the annual levy*, it is without sufficient accommodations for the purposes indicated, or means to provide the same, a reasonable indebtedness, temporarily incurred for that purpose, having due regard to the financial condition of the county and its taxable property, might probably be said to be involuntary. *Id.* at 473. (Emphasis added.)

New bridges are not planned and built overnight. The Department of Transportation had to give notice of its plans. If the city was aware (or should have been aware) of its needs to accommodate the construction and installation of its new sewer line sufficiently to budget for that need (or to evaluate its obligations and options so as to cut back on discretionary programs) in order to not pollute the state's rivers and not exceed its debt limitation, then it certainly cannot bootstrap itself into concluding that the debt limitation may now be exceeded because the expenditure is "involuntary." We conclude that under the facts we know an agreement to pay for costs of relocating the sewer line would create a "voluntary" indebtedness.

II

May the Agreement Bind Future Councils?

Concerning the power of governing bodies of municipal corporations to enter into agreements binding beyond the terms of present members, the Oregon Supreme Court has said:

> "Municipal corporations have two classes of powers, the one governmental, in the exercise of which their officers may not bind the municipalities beyond the terms of their office, and the other business or proprietary, in the exercise of which they are governed by the same rules as individuals or private corporations . . . ." Jacobberger v. School District No. 1, 122 Or 124, 131, 256 P 652 (1927). See also Miles v. City of Baker, 152 Or 87, 51 P2d 1047 (1935).

In the Jacobberger case a contract to employ an architect to design and supervise the construction of a school building was held binding. The relevance of the above-quoted language is unclear in the opinion.[9] In the Miles case a contract to supply an accountant to audit a city's books was held not to be binding because the services contracted for were governmental in nature.

In Telford v. Clackamas County Housing Authority, 710 F2d 567 (9th Cir 1983), the court held a housing authority executive director's contract of employment binding because it was "unable to conclude" that the contract was for governmental functions under Oregon law. Referring to the Jacobberger and Miles cases, the court said Oregon substantive law provides little guidance:

> ". . . Neither case . . . analyzed the employment functions to be carried out in terms of objective criteria for making the governmental-proprietary function distinction. Moreover, the results in Miles and Jacobberger are not easily reconciled. No more recent Oregon case discusses the governmental-proprietary function distinction in the context of municipal contract law." Id. at 570-571.

In a 1957 opinion, citing the same scant Oregon case law and decisional law from other jurisdictions we concluded just the opposite of the Telford court opinion. 28 Op Atty Gen 174 (1957) (Portland Housing Authority may not legally contract to employ a secretary-treasurer and executive director for a term of three years when the terms of a majority of the members of the commission would expire during the period of the proposed employment contract).

The use and application of the governmental-proprietary distinction is too often a conclusory categorization of activities lacking a meaningful objective rationale. In the context pertinent to this inquiry, it has been justly criticized as "inappropriate" and that "courts are well-advised to avoid the term in deciding whether contracts beyond the life of the governing body are to be sustained." 1A Antieau, Municipal Corporation Law, § 10.18.

Antieau asserts as a general rule that:

> ". . . [C]ourts generally sustain contracts beyond the length of the governing body's term, so long as they are not improper delegations of power to private bodies or corporations and so long as they are reasonable. Id.

On the basis of "reasonableness"[10] or because of the "proprietary"[11] classification, most long-term contracts analogous to the subject matter of this opinion which exceed the term of office of a local governing body have been upheld even when the contracts were for 15 years or more. In the absence of controlling Oregon decisional law or Dayton charter law suggestive of a contrary answer, we conclude that the council could enter into a ten-year contract and bind future councils thereto either because the contract would be considered reasonable or in exercise of proprietary functions.

III

This Agreement Under This Charter May Not Bind the City to Pay an Amount Unspecified.

An agreement to pay the expense of a project yet to be undertaken, the cost of which is as yet unknown, in consideration for the completion of the project, is a common type of contract. There is no general statute which would require this agreement to specify a sum certain. ORS 279.015 exempts contracts between governments from competitive bidding requirements. However, the Dayton charter debt limitation is an impediment, for, absent voter approval, any amount over $5,000 whether of a specified or unspecified amount would violate the charter.

The Department of Justice does not act as legal counsel for the City of Dayton and the city council is entitled to seek and rely upon advice from its own counsel. The legal opinions stated in this letter of advice are given solely for your use and benefit.

Very truly yours,

Larry D. Thomson
Assistant Chief Counsel
General Counsel Division

LDT:PSH:WTL:JMM:mc
cc: Stanley E. Bunn
Dayton City Attorney
408 E. 1st
Newberg, Oregon 97132

---

[1] In Terry, after noting the split in authority and criticism of the "aggregate sum" rule, the court said "we do not consider this to be an appropriate case in which to reconsider the 'aggregate sum' rule, as previously adopted in Brewster . . . ." Id. at 137.

[2] As the Oregon Supreme Court has said most recently:

> "It should be understood that the meaning of a charter debt limitation, as the meaning of any other charter provision, is an individual matter for each city. The adoption of a debt limitation, by charter or otherwise, is local legislation, to be interpreted by the same means as other legislation, including attention to the meaning intended by those who adopted it if that can be ascertained. It is not a matter of common law, to be resolved by consulting caselaw or encyclopedic summaries of caselaw. Cf. Anderson v. Peden, 284 Or 313, 315-316, 587 P2d 59 (1978) (concerning the meaning of 'conditional use' in zoning ordinances). A city can write its charter or ordinance to define for itself the amount, character, or purposes of indebtedness that it means to limit. Not only can cities choose different words; legislative history may show that cities, like state legislatures, meant different things by the same words.
>
> "It therefore is not conclusive that cases have held indebtedness under various charter provisions to include long-term contracts or to exclude obligations payable from 'special funds.' In the absence of statute, a city can design its debt limitation to exclude payments due for goods and services as distinct from borrowed money, or to include debts payable from non-tax revenues. Under the 'home rule' powers of Article XI, section 2 of the Oregon Constitution, these are political choices for the cities; they will not be imposed by courts in the name of judicial doctrines.
>
> "This does not mean that past judicial opinions are irrelevant in interpreting a particular provision. Given the ingrained tendency to copy conventional texts, though obscure, rather than seek clarity by new ones,

> charter debt limitations may well have been adopted and later repeated in the belief that they meant whatever courts or McQuillin had said of such provisions generally. As early as 1873, for instance, this court held that a 17-year contract to purchase water at a fixed rate created an immediate indebtedness for the total, aggregate purchase price. Salem Water Co. v. City of Salem, 5 Or 29 (1873), see also Brewster v. Deschutes County, 137 Or 100, 1 P2d 607 (1931). The assumption that present charter provisions accept that interpretation of indebtedness might be overcome by showing a different intention, but no such showing has been attempted in this case. WPPSS invites us to reconsider this 'aggregation rule,' citing a reference to that possibility in Terry v. Multnomah County, 279 Or 127, 136, 138, 566 P2d 878 (1977). But, as already stated, that view of long-term contracts is not properly a judicial rule but judicial interpretation of state or local laws, and it can be modified at will by amending the laws." DeFazio v. WPPSS, 296 Or 550, 569-570, ____ P2d ____ (1984).

[3] In DeFazio v. WPPSS, 296 Or 550, ____ P2d ____ (1984) the Oregon Supreme Court, in the face of no contrary contention by the defendent cities, applied the uniformly long-standing interpretations of various constitutional, statutory and charter debt limitations as referring only to commitments of tax revenues. Commitments of utility or "special fund" revenues were held to take such agreements outside of debt limitations like Dayton's. Similarly, were Dayton to agree to pay certain budgeted amounts and promise to pay other amounts within future budget resources over a period of years and pledge as the sole security, surplus city-owned land, the city would avoid any improper debt accumulation. See 40 Op Atty Gen 422 (1980). It would achieve the same result if its promise to pay were to be limited to payment from a special fund made up of revenues, for example, from charges for the city's water service.

[4] In 1916 the constitution was amended to include within the county debt limit "involuntary" indebtedness. This provision has since been eliminated. See 40 Op Atty Gen 422 (1980).

[5] California Constitution Article XI, § 18 states:

> "No county, city, town, township, board of education, or school district shall incur any indebtedness or liability in any manner, or for any purpose, exceeding in any year the income and revenue provided for it for such year, without the assent of two-thirds of the qualified voters."

[6] In its analysis, the Wright court then quoted with favor language from County of Los Angeles v. Byram, 36 Cal 2d 694, 227 P2d 4 (1951), which dealt with a lease agreement for the construction of a court building by the county. Holding that the transaction was not subject to the debt limitation, the Byram court stated:

> ". . . Since a specific mandatory obligation has been imposed on the county by the Legislature to provide suitable quarters for the courts in that county, the present facilities are not adequate, and the board of supervisors has determined that the proposed construction is necessary, we have an express law-imposed obligation on the county which is not general, as in the Pacific Undertakers and Goldsmith cases, and the debts incurred in the performance of that duty are not within the debt limitation." Id. at 700. (Emphasis added.)

[7] The sewer line is on a bridge within the city crossing Palmer Creek. We are advised that upon the destruction of the old bridge, the sewer service would be broken unless there will be a new line on the new bridge. ORS 468.720(1) provides:

> "(1) Except as provided in ORS 468.740,[5] no person shall:
>
> "(a) Cause pollution of any waters of the state . . . .
>
> "(b) Discharge any wastes into the waters of the state if the discharge reduces the quality of such waters below the water quality standards established by rule for such waters by the commission."

ORS 468.005(5) defines "person" to include municipal corporations. ORS 468.740 provides for obtaining a permit from the Director of the Department of Environmental Quality for discharging wastes from a disposal system into state waters. Such a permit is of limited duration and must specify effluent limitations.

[8] We assume the sewer line is on the bridge under a permit issued by the Department of Transportation as required by ORS 374.305 and 374.310. The department also controls relocation on the new bridge. OAR 734-55-045.

[9] In 39 Op Atty Gen 140 (1978), this office concluded that the basis for the *Jacobberger* ruling was that the contract, even if for a governmental function, was authorized by statute.

[10] *North Newton v. Regier*, 152 Kan 434, 103 P2d 873 (1940); *McBean v. Fresno*, 112 Cal 159, 44 P 358 (1896).

[11] The Colorado Supreme Court has sustained Denver in making a long-term contract for sanitary services and fees on the theory it is "proprietary" and not a surrender of legislative powers. *Perl-Mack Enterprises v. Denver*, 568 P2d 468 (Colo S Ct 1977); an agreement by a county for the rate of compensation for sewer services provided to a city was held to be "proprietary." *New Castle County v. New Castle*, 372 A2d 188 (Del S Ct 1977); *Plant Food Co. v. Charlotte*, 214 NC 518, 199 SE 712 (1938); *Marble v. Clinton*, 298 Mass 87, 9 NE2d 522, 111 ALR 1101 (1937); *New York v. New York Disposal Corp.*, 100 Misc 536, 166 NY Supp 963 (1917); *Kelly v. Broadwell*, 3 Neb Unoff 617, 92 NW 643 (1902).

9762

F

April 9, 1984

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

CON 5
#9762

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9762 for work on the Palmer Creek Bridge Section of the Salem-Dayton Highway in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Robert Church
Jan Peterson
Duane Christensen
Arvey Nelson

ROSS BROS. CONSTRUCTION, INC.

GENERAL CONTRACTOR

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

February 23, 1984

Department of Transportation
Office of Commission Service
Transportation Building
Salem, OR 97310

#9762
Re: Palmer Creek Bridge

Gentlemen:

As required by Special Provisions, the following is our documentation to identify our proposed DBE/MBE requirements. We propose to use Gervais Construction Inc. on the following items:

Bid Item 1.,	Mobilization(Partial)	$ 2,000.00 LS
Bid Item 49,	Type G Concrete Rail 722 LF @$29.00 (Excludes Rebar)	20,938.00
TOTAL		$22,938.00

1% Goal - $7,917.00

Very truly yours,

ROSS BROS CONSTRUCTION INC.

WM Farr

W. M. Farr
Project Engineer

WMF:lb

RECEIVED
FEB 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9762

F

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRF-73(3)
Palmer Creek Bridge Section
Salem - Dayton Highway
Salvage of Detour Surfacing

Date: March 5, 1984

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

By January 30, 1984 letter, Mr. D. R. Adams proposes to salvage 1,300 cubic yards of granular material and 300 cubic yards of asphaltic concrete used in the detour road construction on this bridge replacement project. This material would be hauled and stockpiled at the Lafayette Quarry site located three miles northeast of Lafayette. This site is approximately 6.5 miles from the project.

We concur in this salvage proposal and that the project should be credited with the haul cost estimated at $0.18 per yard mile for a total credit of $1,872.00.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (G Potter)

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TECHNICAL SERVICES
MAR 6 '84
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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3-7-84

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STATE HWY ENGR
MAR 5 '84
REFER TO Hunter
FOR

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[illegible]

9762 N

STATE OF OREGON

INTEROFFICE MEMO
TRA 7

TO: Donald R. Adams
Final Design Engineer

DATE: February 8, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Pedestrian Separation
Palmer Creek Bridge
Salem-Dayton Highway

In the last paragraph in your memo to file dated February 1, you discussed a problem of what to provide for separating pedestrians from automobiles. In most cases such as this one, it would be our preference to use a curbed sidewalk.

L. E. George

L. E. George
Traffic Engineer

DKH:dc

1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Turpin
Trost
Wakerlig

RECEIVED
FEB 8 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

cc Walt Hart

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: February 1, 1984

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: Palmer Creek Bridge
Salem-Dayton Highway
Federal Approval

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmayer
Turpin
Trout
Wekerlig

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ROAD DESIGN
SECTION

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Bring Up ____/____/____
Action

Approval for PS&E on the Palmer Creek Bridge has been made, with the understanding that the current treatment of the sloped end concrete rail will be changed.

The project now calls for separation between vehicle traffic and pedestrian traffic with a concrete barrier. The barrier terminals are to be sloped barrier ends. The Federal Highway Administration has objected to this treatment. I concur in their reservations and will proceed to have that treatment modified.

This is a recurring problem wherein we try to protect pedestrians on bridges with a facility that is more hazardous to the motorist than the hazard that pedestrians are subjected to by traffic. Our choices are to either provide a safer transition of the rail for traffic, or to eliminate the concrete rail and provide some other means of separation between traffic and pedestrians.

I believe the resolution of this problem lies in development of a procedure which will allow us to use the safest solution that circumstances allow, moving from total physical separation between pedestrians and autos to no separation whatsoever save a white shoulder line.

DRA:ja

sent -
2-2-84
ja

cc Walt Hart
Bud George
Hal Versteeg
Norm Henry

Attention Don adams
From — Hal
Comments: I don't agree.

731-0022 (Rev. 4-83)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: Don Adams, P.E.
Final Design Engineer

Date: November 1, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Vehicle - Pedestrian Separation on Structures

An investigation of this problem gives the following data:

PERIOD = 1978 through 1982
CLASS = Urban System and Non-System (excluding Portland)
Number of Pedestrian Hits on Structures = 3
Composite VMT = 12,749,698
Pedestrian on Structures Accident Rate =0.2353/million VMT
Statewide Pedestrian Accident Rate = 0.213 (Urban excluding Portland)

The accident rate is slightly above the 5 - year average for this class of highway and type of accident (.235 vs .213). This would indicate that the exposure for this type of accident is nearly the same whether on or off a structure.

A listing of all pedestrian accidents on structures for the period shows that of 38 accidents only one occurred in the sidewalk area. This would indicate that the proposed barrier would serve only as a device to confine the pedestrians to the sidewalk area.

The attached table indicates that abutment or end hits occur at a rate of almost 4 times that of pedestrian hits in Urban areas other than Portland. In all classes it should be noted that the incidence of pedestrian hits is very small compared to the total number of accidents involved in hitting the railing on the structure itself.

L E George

L. E. George
Traffic Engineer

RDP
Attachments

1 Versteeg ✓
Anderson
2 Adams
[illegible]
Stoudenmeyer
Torgin
Trost
Wakefield

RECEIVED
NOV 03 1983
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up
Action

OREGON DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
ACCIDENTS OCCURRING ON STRUCTURES YEARS 1978 THROUGH 1982
BY LOCATION OF HIT AND FUNCTIONAL CLASS

FUNCTIONAL CLASS	LOCATION	TOTAL ACCIDENTS	FATALITIES	INJURY A	INJURY B	INJURY C	PDO
PORTLAND CITY STREET	ABUTMENT HIT	3		1	1	1	
PORTLAND CITY STREET	STRUCTURE HIT	1,056	3	49	135	215	439
PORTLAND CITY STREET	PEDESTRIAN HIT	38	3	11	4	2	
		1,097	6	61	140	218	439
PORTLAND SYSTEM	ABUTMENT HIT	15	1	5	3	4	2
PORTLAND SYSTEM	STRUCTURE HIT	1,911	10	71	218	360	862
PORTLAND SYSTEM	PEDESTRIAN HIT	6	1	1	1	1	
		1,932	12	77	222	365	864
URBAN CITY STREET	ABUTMENT HIT	42		10	17	2	12
URBAN CITY STREET	STRUCTURE HIT	562	2	31	99	101	235
URBAN CITY STREET	PEDESTRIAN HIT	8			2	2	
		612	2	41	118	105	247
URBAN SYSTEM	ABUTMENT HIT	37	1	4	14	6	10
URBAN SYSTEM	STRUCTURE HIT	2,616	28	104	408	461	1,076
URBAN SYSTEM	PEDESTRIAN HIT	13	2	1	3		
		2,666	31	109	425	467	1,086
RURAL SYSTEM	ABUTMENT HIT	135	11	24	34	15	43
RURAL SYSTEM	STRUCTURE HIT	1,734	39	154	420	272	616
RURAL SYSTEM	PEDESTRIAN HIT	15	1	3	4	1	
		1,884	51	181	458	288	659
RURAL COUNTY ROAD	ABUTMENT HIT	75	4	15	24	7	21
RURAL COUNTY ROAD	STRUCTURE HIT	538	12	48	144	68	214
RURAL COUNTY ROAD	PEDESTRIAN HIT	4		1	1		
		617	16	64	169	75	235
FINAL TOTALS		8,808	118	533	1,532	1,518	3,530

8,808 RECORDS TOTALED

9762

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-73(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division
~~Salem, Oregon~~ 2-1-84

4. PROGRAM NO.

5. ITEM NO. 30044

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/1/84

8. FEDERAL ROUTE NUMBER Primary 73

9. STATE ROUTE NUMBER Secondary 150

10. GENERAL LOCATION:

Palmer Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Grade, pave and structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated item as shown in your "PS&E" estimate dated 1/30/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost-effective.

Mr. Potter's 1/30/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,141,200. Regular Federal-aid matching ratio, appropriation code 118 in amount of $912,960 and increased Federal share (P.L. 97-424 Section 145) appropriation code 11W in amount of $228,240.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
FEB 15 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. [illegible]

14. DATE 2/1/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

NOTED
H. S. COULTER

January 30, 1984

DES

RECEIVED
STATE HWY ENGR
FEB 1 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, Oregon 97301

Palmer Creek Bridge Section
Salem-Dayton Hwy.
Yamhill County

The proposed project has a detour constructed of granular material with a 3-inch class "C" asphaltic concrete wearing surface. This detour is to be removed upon completion of the new structure. We propose to salvage 1,300 cu. yds. of granular material and 300 cu. yds. of asphaltic concrete.

This material will be stockpiled at the Lafayette Quarry site three miles northeast of Lafayette. This site is 6.5 miles from the project.

> 6.5 miles @ $0.18 per yard mile = $1.17 x 1,600 cu. yds. = $1,872.00 credit.

This proposal has been discussed by telephone and tentatively approved by Mr. Bill Kappus of the Federal Highway Administration.

We believe this proposal to preserve valuable material resources to be in the best interests of the public and your approval is solicited.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

DRA:mg

bc: H. S. Coulter
E. S. Hunter
D. O. Christensen
F. E. Terpin
S. H. Macnab
N. L. Henry
C. O. Fredrickson

176F

GENERAL FILES

F

January 6, 198~~3~~4

CON

The Honorable David J. Egleston
Mayor, City of Dayton
P.O. Box 338
Dayton, Oregon 97114

Sanitary Sewer Relocation
Palmer Creek Bridge Section
Salem-Dayton Highway
Yamhill County

Reference is made to your letter of December 13, 1982 and to my letter of November 21, 1983 regarding the City of Dayton's payment of the cost of relocating a six-inch sanitary sewer line, owned by the City, located on the existing Palmer Creek Bridge. The six-inch sewer line has to be relocated to accommodate the construction of the new structure over Palmer Creek. At your request, the relocation of the sanitary sewer line has been included as part of the Highway Division's proposed construction project.

As previously cited in my letter of November 21, your sanitary line is located on State Highway right-of-way pursuant to the provisions of Oregon Administrative Rules Chapter 734, Division 55, Section 734-55-045, Removal, Relocation or Repair, which requires you, the applicant, to remove, relocate or repair your facilities at your cost to accommodate highway construction.

The Oregon State Highway Division, in accordance with the provision of OAR Chapter 734, Division 55, cannot assume the cost of relocating your sanitary sewer line. In an effort to solve your financial problems in repayment of the relocation cost, we have advised you of the State Community Development Block Grant Program and offered what assistance we can in making your application for an appropriate grant.

The Highway Division has also offered to enter into an agreement with the City of Dayton whereby the City could repay the sanitary sewer line relocation costs over a period of five years at a rate of interest equal to that earned by the Highway Fund deposited with the State Treasurer. The Highway Division cannot extend the repayment period more than five years or accept repayment on an interest free basis.

The Palmer Creek Bridge in its present condition has been requiring considerable maintenance at an annual cost that is unacceptable to the State Highway Division. We feel that it is in the best interest of the Highway Division and the public to proceed without delay with the reconstruction of the Palmer Creek Bridge. The project is presently scheduled for letting on February 23, 1984.

Upon award of the contract for the construction of the Palmer Creek Bridge the City will be advised of the low bid for the relocation of the city's six-inch sanitary sewer line. At that time, the City of Dayton will be required to enter into an agreement with the State Highway Division for the payment of the sanitary sewer relocation costs. It will be the City's responsibility to arrange for financing to make that payment.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

JMC:llr sl

bc H. S. Coulter
C. O. Fredrickson
Jack M. Cartwright
Jerry J. Miller

CITY OF DAYTON

In the Heart of Oregon's Garden Spot

POST OFFICE BOX 338
DAYTON, OREGON 97114
Phone (503) 864-2221

December 13, 1983

Mr. H. Scott Coulter
State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Subject: City of Dayton - Palmer Creek Bridge

Dear Mr. Coulter:

In response to your letter of November 21, 1983, the City of Dayton met with Mr. Jerry J. Miller of your office on December 12, 1983 in an effort to find an equitable means of resolving responsibility for the costs of relocating the City's pressure sewer line on the Palmer Creek Bridge. Although you have described the Division's intent as one in which you do not intend to impose undue hardship on the utility rate payer, let me assure you that in my opinion, the proposal made on December 12, 1983 would result in a serious hardship.

The Division is apparently unwilling to establish a maximum dollar cost for this project. Please be advised, that the City of Dayton cannot enter into an unlimited agreement. The City Charter requires that any debt incurred by the City must be defined and must be less than $5,000.00 without a vote of its' citizens. The Council may enter into an agreement for a greater amount if the debt may be repaid from a budgeted resource which can be reasonably expected to occur during the term of the agreement. The City of Dayton would be prepared to enter into an agreement for a maximum of $15,000, or the actual cost of the three bid items in the Proposal for the project, whichever is less, but could not extend the credit of the City beyond this estimated maximum amount.

The Division's proposal for a 5-year repayment schedule at 10 to 12 percent interest is unreasonable. Assuming a 12 percent rate, annual cost of a $15,000 capital expenditure would be $4,161.15. Based on 450 customers, the estimated monthly increase in user charges per customer would be $0.77 or over 10 percent per month. We consider the impact of this increase in today's economy as creating a serious hardship on the citizens of our community. The City of

RECEIVED
STATE HWY ENGR
DEC 16 '83
REFER TO
J. Cartwright
FOR
Info | [illegible] | [✓ R/D] | DR | Sign | Act | File

Dayton would be prepared to enter into an agreement for a 10-year repayment schedule at no interest, with repayment to be made from the revenues accumulated in the Sewer Fund. A separate line item will have to be added to the Sewer Fund for this purpose. The City would anticipate making their annual $1500.00 payment to the State by January 5th of each year.

The Division's proposal for withholding of funds from the City's Highway Fund allocation is entirely unacceptable. The City budgets these funds for the repair and maintenance of City streets, not for use of the State Highway Department for their construction projects. The City issued a General Obligation Bond in 1980 for the upgrading of all City streets at the request of their citizens. To eliminate a portion of the only funds available to repair and maintain these refurbished streets, I again would reiterate, is unacceptable.

The City of Dayton will seek other funds during the term of the proposed agreement to accelerate the payment schedule. One possible source of funds would be the State Community Development Block Grant program. This Grant is competitive and the City's ability to obtain such a Grant is dependent upon being able to meet certain criteria including benefits to low and moderate income families. A second possible source of income would be increased revenues in the Sewer Fund resulting from an improving economy. Neither of these sources can be guaranteed at this point in time.

Although the City of Dayton maintains its' position that the relocation and replacement costs of this project should be the responsibility of the State Highway Division, as set forth in our letter of November 8, 1983, we are aware of the necessity for the replacement of the Palmer Creek Bridge as being in the best interest of the citizens of our State and community. It is in this awareness that we have outlined the above proposal. It is now in your hands to meet your stated intent of not imposing undue hardship on the utility rate payers of the City of Dayton.

We look forward to your early consideration of this matter.

Sincerely,

David J Egleston

David J. Egleston, Mayor

DJE/jk
cc: Senator Anthony Meeker
Representative Bill Rutherford
Consultants Northwest, Inc.
OSHD, Jerry J. Miller

Filed

GENERAL FILES

F

CON 19-1

December 2, 1983

The Honorable Tony Meeker
Oregon State Senate
State Capitol (mailed to home address)
Salem, OR 97310

Sanitary Sewer Relocation
City of Dayton
Palmer Creek Bridge Section
Salem-Dayton Highway
Yamhill County

Reference is made to your letter of November 28, 1983 regarding the responsibility for the cost of relocating the City of Dayton's 6-inch sanitary sewer in conflict with the proposed construction of a new structure over Palmer Creek.

The matter has been investigated. W. E. Schwartz, Assistant State Highway Engineer for Operations, answered the City of Dayton's November 8, 1983 letter on November 21, 1983. Mr. Schwartz' letter sets forth the Highway Division's position on responsibility for the relocation costs and a solution for payment of said costs. A copy of Mr. Schwartz' letter is attached for your information.

Please advise if we may be of further service.

H. S. Coulter
State Highway Engineer

HSC:JMC:llr

bc: W. E. Schwartz
C. O. Fredrickson
Jack M. Cartwright
Jerry J. Miller

SENATOR TONY MEEKER
SENATE REPUBLICAN OFFICE
(503) 378-8176

OREGON STATE SENATE
STATE CAPITOL
SALEM 97310

28 November 1983

Mr. H. Scott Coulter
State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Coulter:

I have received a letter from the City of Dayton concerning Palmer Creek bridge and the relating problems.

I certainly agree with the City of Dayton in the matter described in their letter to you of November 8, 1983. The removal of their sewer pipe is certainly not their problem nor was it anticipated by their citizens. Any costs related to this "forced" charge should not be born by the citizens of the city. The city should not be expected to pay for a matter that is not under their control.

I will appreciate your investigation of this matter. Please keep my informed of your findings and conclusions in behalf of the citizens of Dayton.

Thank you.

Sincerely,

Tony

Tony Meeker
Senate Republican Leader

TM:mk

RECEIVED
STATE H'WY ENGR
NOV 29 '83
REFER TO
Jack Cartwright
FOR
Info ☐ Inv ☐ R/D ☒ D R ☐ Sign ☐

9762

GENERAL FILES

F

NOTED
H. S. COULTER

November 21, 1983

CON

The Honorable David J. Egleston
Mayor of Dayton
P. O. Box 338
Dayton, Oregon 97114

Sanitary Sewer Relocation
Palmer Creek Bridge Section
Salem-Dayton Highway
Yamhill County

Reference is made to your letter of November 8 regarding the City of Dayton's payment of the cost of relocating a six-inch sanitary sewer line, owned by the City, located on the existing Palmer Creek Bridge. The six-inch sewer line has to be relocated to accommodate the construction of a new structure over Palmer Creek. At your request, the relocation of the sanitary sewer line has been included as part of the Highway Division's construction project.

The needs for highway repair and reconstruction are constantly changing. The Highway Division must continually assess its priorities to provide the most needed improvements at the earliest possible date. The changing priorities result in a change of project scheduling.

We understand that it is often difficult for the smaller utility companies and cities to come up with the funding necessary to relocate their facilities to accommodate highway construction. It is not the Highway Division's intent to impose undue hardship on the utility rate payer.

Your sanitary sewer line, however, is located on State Highway right-of-way. Pursuant to the provisions of Oregon Administrative Rules Chapter 734, Division 55, Section 734-55-045, Removal, Relocation or Repair, authorizes the Commission (Oregon State Highway Division) to require you, the applicant, to remove, relocate or repair your facilities at your cost. The Oregon State Highway Division, therefore, in accordance with the provisions of OAR Chapter 734, Division 55, cannot assume the cost of relocating your sanitary sewer line.

The Highway Division is willing to enter into an agreement with the City of Dayton whereby the City could repay the sanitary sewer line relocation costs over a period of years. The payments could be paid on an annual basis from funds contained in the City's Public Works budget or the payments could be withheld from the City's Highway Fund allocation.

Please contact Jerry J. Miller, Region 2 Utility Specialist, 2960 State Street, P. O. Box 14030, Salem, 97310, telephone 378-2626 regarding additional information as to the preparation of an appropriate agreement for repayment of the sanitary sewer line relocation cost. The Highway Division is willing to help you in any way it can in this matter to the extent that our Administrative Rules permit.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

JMC:llr st

bc H. S. Coulter
C. O. Fredrickson
Jack M. Cartwright
Jerry J. Miller

CITY OF DAYTON

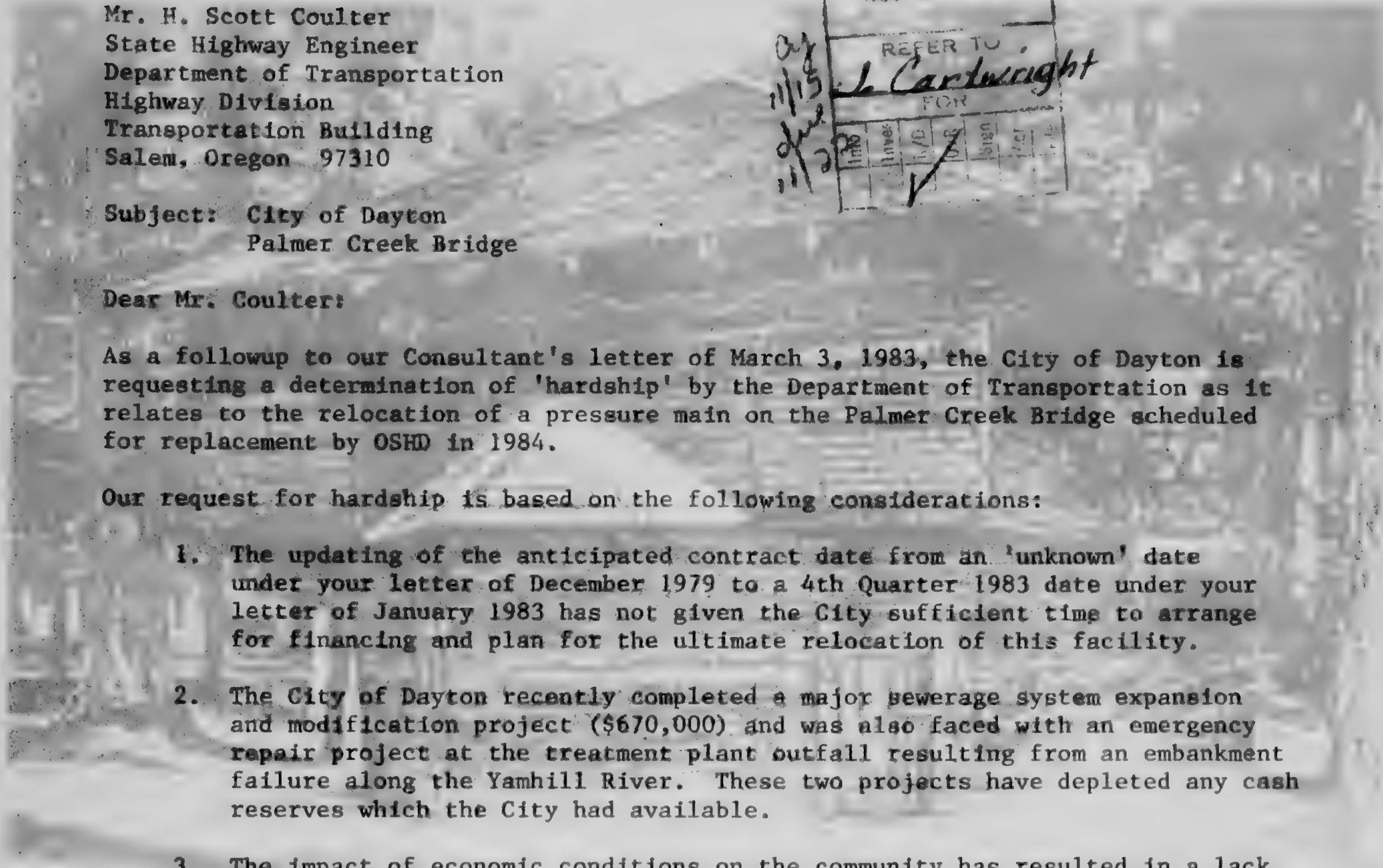
In the Heart of Oregon's Garden Spot

POST OFFICE BOX 338
DAYTON, OREGON 97114
Phone (503) 864-2221

November 8, 1983

RECEIVED
STATE HWY ENGR
NOV 14 '83
REFER TO
J. Cartwright
FOR

Ack 11/15
due 11/28



Mr. H. Scott Coulter
State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Subject: City of Dayton
Palmer Creek Bridge

Dear Mr. Coulter:

As a followup to our Consultant's letter of March 3, 1983, the City of Dayton is requesting a determination of 'hardship' by the Department of Transportation as it relates to the relocation of a pressure main on the Palmer Creek Bridge scheduled for replacement by OSHD in 1984.

Our request for hardship is based on the following considerations:

1. The updating of the anticipated contract date from an 'unknown' date under your letter of December 1979 to a 4th Quarter 1983 date under your letter of January 1983 has not given the City sufficient time to arrange for financing and plan for the ultimate relocation of this facility.

2. The City of Dayton recently completed a major sewerage system expansion and modification project ($670,000) and was also faced with an emergency repair project at the treatment plant outfall resulting from an embankment failure along the Yamhill River. These two projects have depleted any cash reserves which the City had available.

3. The impact of economic conditions on the community has resulted in a lack of new connections to the sewerage system during the past 3 years. Receipts from sewer system hookups are used exclusively to finance capital improvements and/or replacements.

4. The existing pipeline was designed with a 50 year life. The pump station is considered to be in good condition with only minor repairs anticipated over the next 10 to 15 years. The existing line has been in place for less than 18 years. The City of Dayton agreed to operate and maintain these facilities without cost to the State under the reasonable expectation

WES

that the facilities would remain in place for the design period. The City has and continues to pay all operating and maintenance costs, and in fact, would provide for replacement at the end of the design period. The City does feel that the replacement of the bridge structure is an event planned for by OSHD, and as such, OSHD has an obligation to assume all costs for such removal, alteration or reconstruction of the facility originally constructed under the authority granted by the permit. We believe a review of OAR 734-55-020 and 025 would lead you to the same conclusion as the City of Dayton in that it is the City's responsibility to pay all costs of locating, constructing, installing, maintaining, repairing, operating and using the facility, but it should be the Division's responsibility to pay the cost of removal or replacement when such reconstruction occurs at the discretion of the Division.

5. The estimated cost for the proposed improvements of $15,000 may not seem like a major capital improvement project for OSHD, but when it represents nearly one-third of the operating budget for the City during any one year, and nearly $11.00 per resident (man, woman, and child), it is a major capital improvement to the City of Dayton.

6. In late 1982, the City of Dayton increased the monthly user charges and hook-up fees in accordance with the requirements of the Environmental Protection Agency and Department of Environmental Quality. This increase was imposed at a time of economic recession in our community, but was accepted as necessary by our citizens. The purpose of this increase was to assure operating revenues, and to create cash reserves for purposes of replacement and repair. It is anticipated that it will take 10 years to accumulate a $15,000 cash reserve in this fund.

Whatever the ultimate cost of this relocation, the City does not have the financial means available to accomplish this project, and cannot obtain the funds necessary in the limited time available.

The City wishes to declare itself as a "hardship" case in this situation and requests that the State Highway Division assume the cost of the temporary and permanent relocation of the pressure main ($15,000 approximately 2% of the total cost) in the total cost of the bridge replacement to be paid from State and Federal Funds.

We appreciate your consideration and review of this matter.

Sincerely,

David Egleston

David J. Egleston, Mayor
City of Dayton

cc - Senator Anthony Meeker
Representative Bill Rutherford
Consultants Northwest, Inc.
OSHD, Jerry J. Miller

7Ko7

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc w/att E. S. Hunter
D. L. Trout
D. E. Keyes

August 26, 1983

In Reply Refer to File No.:
INT 7
136-1458

RECEIVED
TECHNICAL SERVICES
AUG 29 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTE:
E. S. HUNTER

Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P.O. Box 2946
Portland, OR 97208

Proposed Bridge Replacement
Palmer Creek
Salem-Dayton Highway
Yamhill County

The Highway Division proposes to replace the existing bridge over Palmer Creek in Dayton. To accomplish this replacement it is necessary to construct a temporary detour to handle traffic during removal of the existing bridge and the construction of the new bridge. The detour is to be constructed of clean granular material below ordinary high water and with common fill material above high water. The total embankment material in the detour is approximately 22,000 cubic yards with approximately 8,000 cubic yards of that amount being grandular material below high water. A pipe or structure with a minimum end area of 28 square feet will be needed through the detour fill to carry Palmer Creek. When the new bridge is completed, the detour will be removed and the material will be disposed of off the job site. New or disturbed dirt slopes will be seeded and mulched.

The proposed bridge will be a three-span concrete bridge supported by concrete piling. The piling will be capped with concrete to support each concrete bent. There will be a very small amount of excavation and granular backfill will be required at each bent which would be covered by the "Nationwide Permit".

Because of the detour being temporary and the nature of the creek involved, we would like to include this project under the Highway Division's "General Permit".

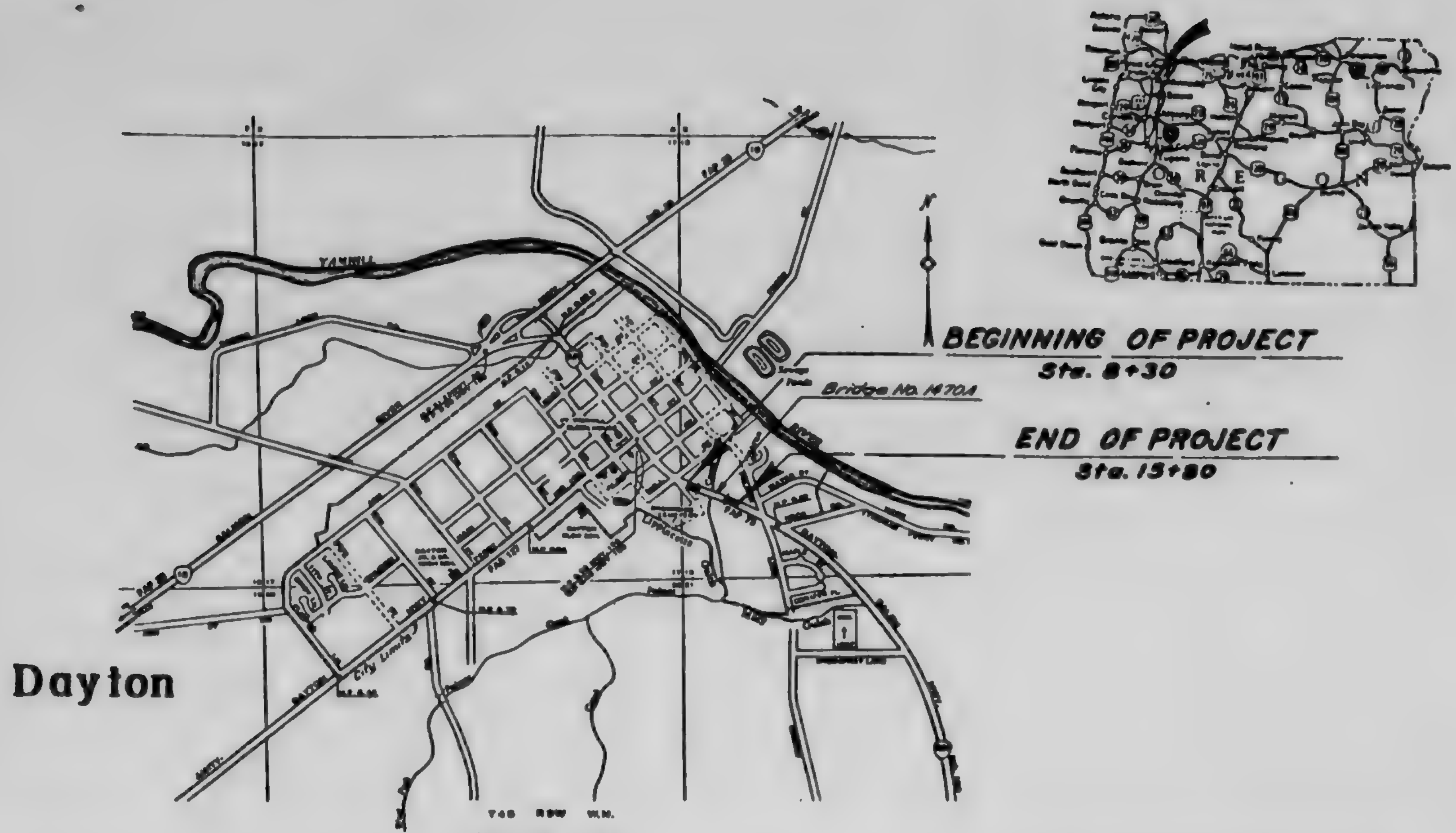
We would appreciate hearing from you in the near future.

ORIGINAL SIGNED BY
FRANK E. TERPIN

Frank E. Terpin, P.E., P.L.S.
Location Engineer

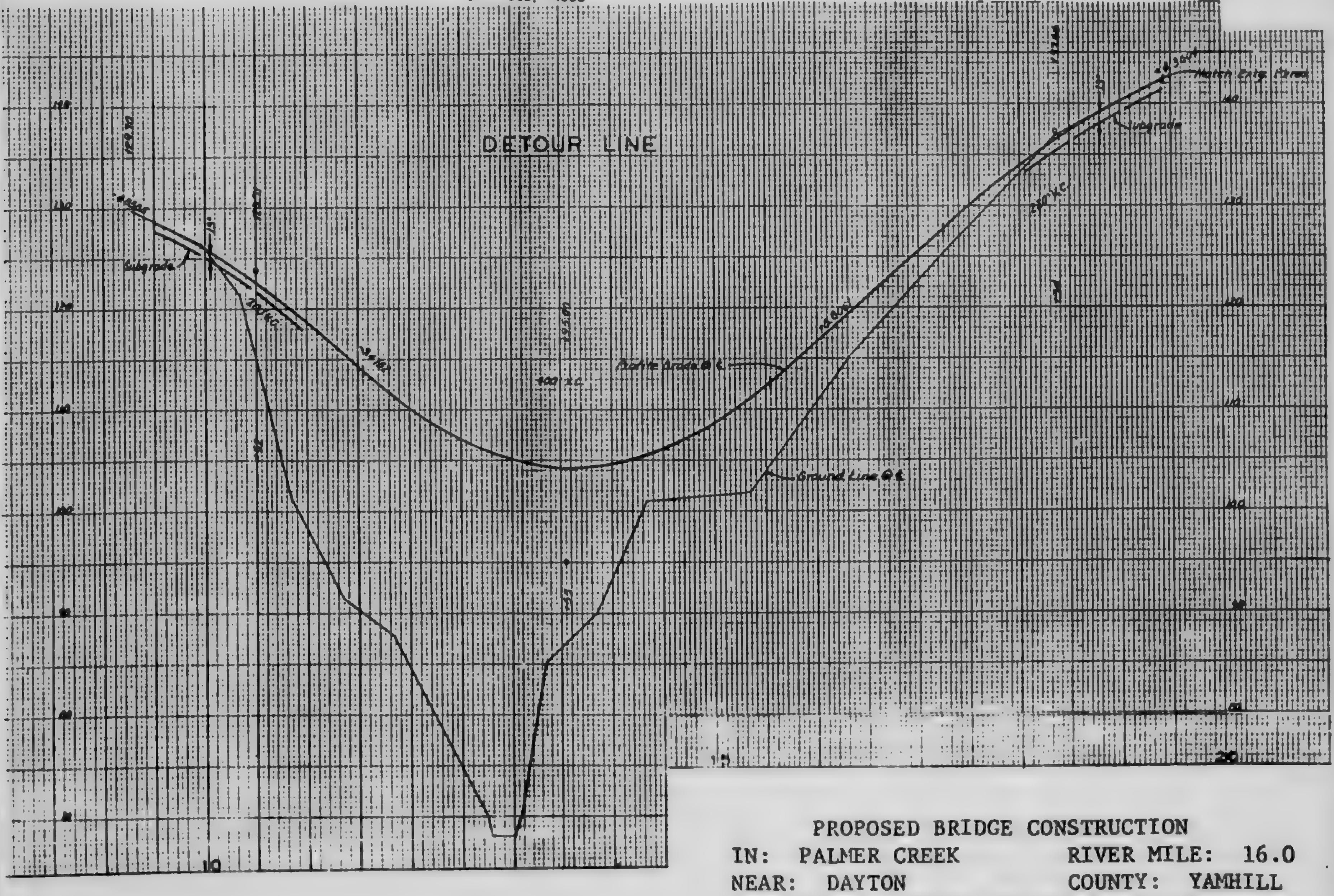
Encl.

Form 734-3122


YAMHILL
BEGINNING OF PROJECT
Sta. 8+30
Bridge No. 14701
END OF PROJECT
Sta. 15+80
City Limits
Dayton
T4S R3W W.M.

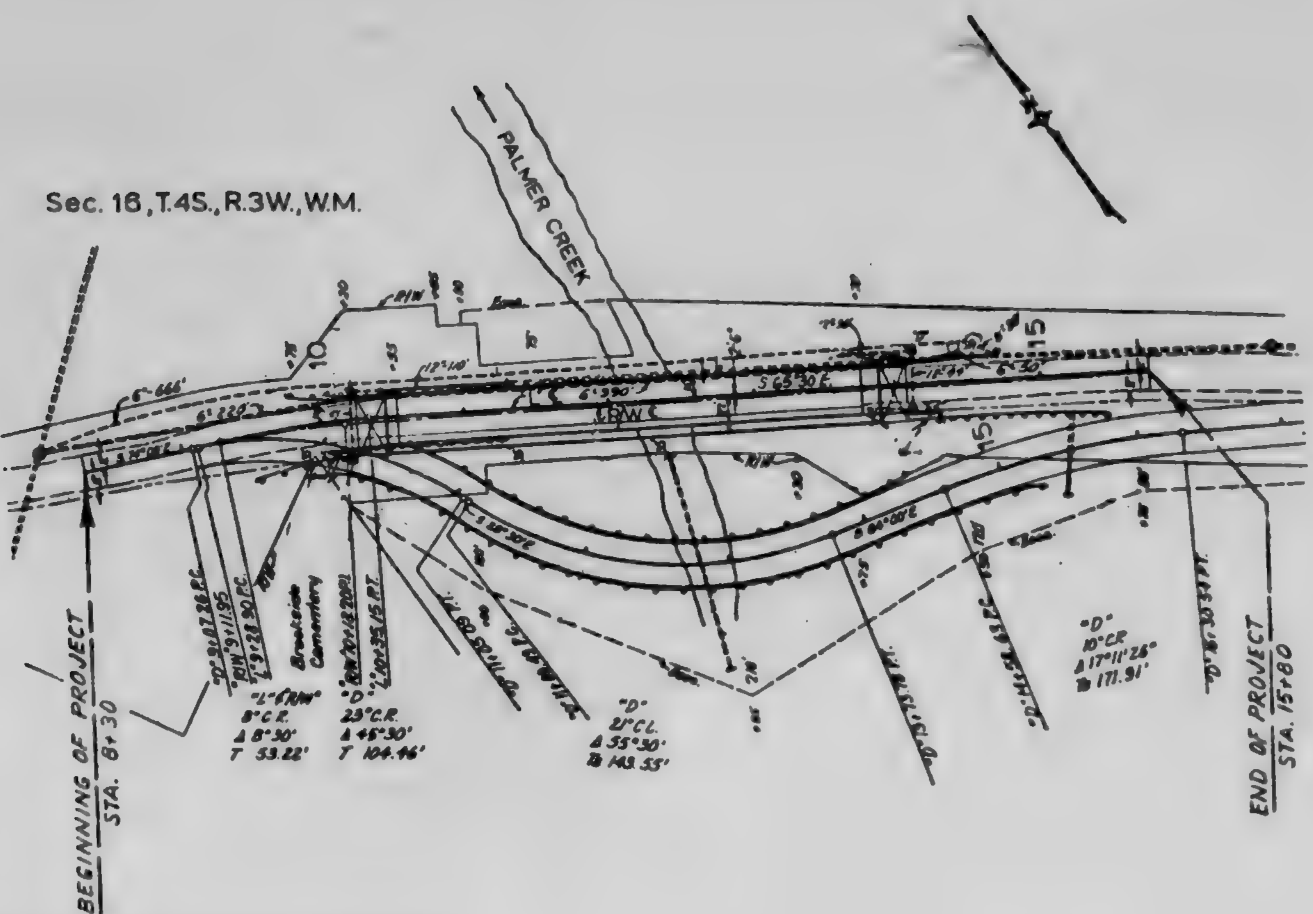
Sketch Map

Scale 0 800 1600 Feet



PROPOSED BRIDGE CONSTRUCTION

IN: PALMER CREEK RIVER MILE: 16.0
NEAR: DAYTON COUNTY: YAMHILL
APPLICANT: OREGON STATE HIGHWAY DIVISION
DATE: AUGUST 1983 SHEET 1 OF 2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R/W
Brookside Cemetery
"L" & R/W
8° C.R.
Δ 8°30'
T 53.22'
"D"
23° C.R.
Δ 45°30'
T 104.46'
"D"
2° C.L.
Δ 35°30'
Tb 143.55'
"D"
10° C.R.
Δ 17°11'26"
Tb 171.91'
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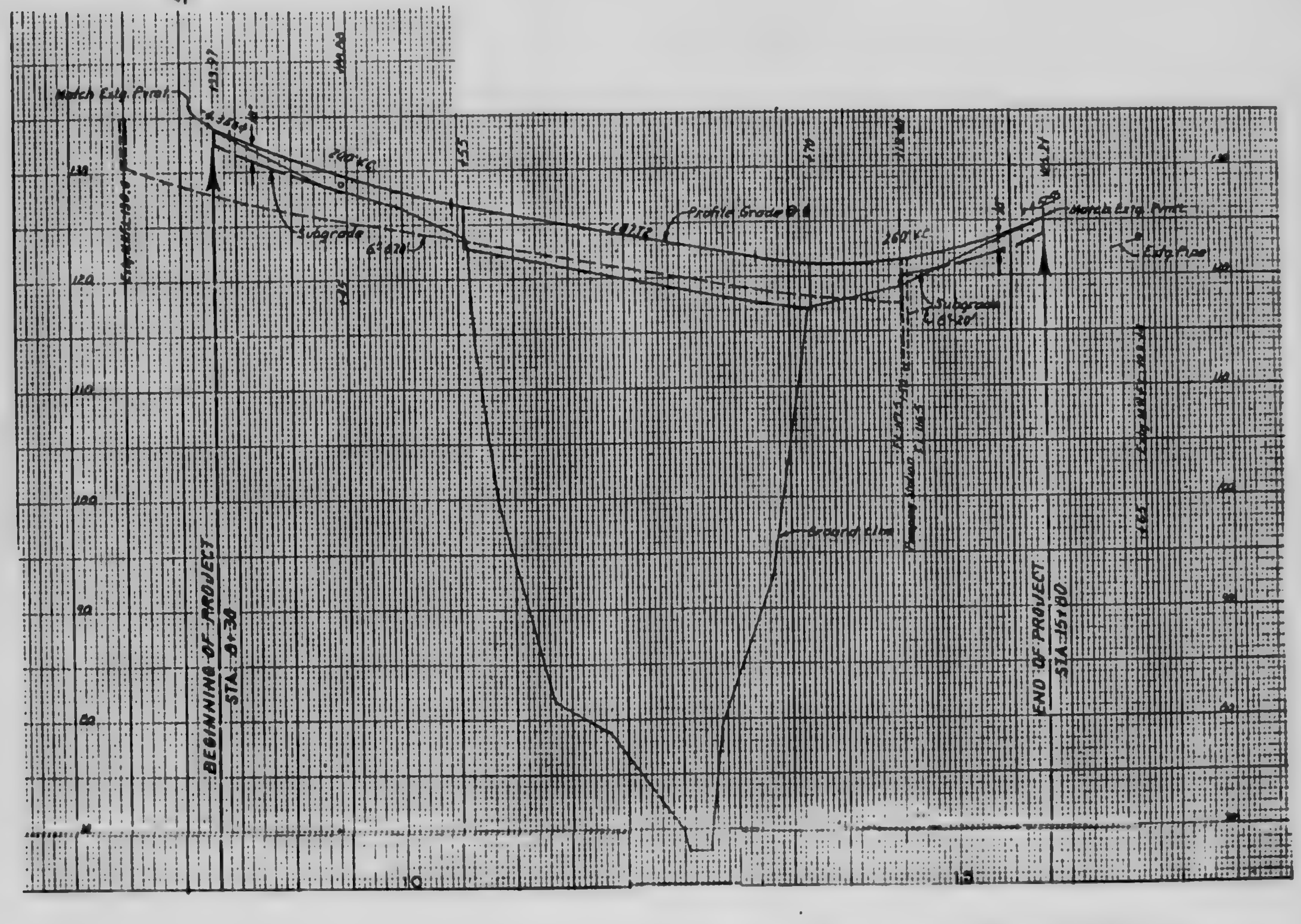
STA. 8+30
END OF PROJECT
STA. 15+80


Match Exist. Pvmt.
Subgrade
200' V.C.
Profile Grade @ ℄
260' V.C.
Match Exist. Pvmt.
Exist. Pvmt.
Subgrade
Ground Line
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BEGINNING OF PROJECT
STA. 8+30
END OF PROJECT
STA. 15+80
10
13

PROPOSED BRIDGE CONSTRUCTION

IN: PALMER CREEK RIVER MILE: 16.0
NEAR: DAYTON COUNTY: YAMHILL
APPLICANT: OREGON STATE HIGHWAY DIVISION
DATE: AUGUST 1983 SHEET 2 OF 2

9762

F

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-73(-)
Palmer Creek Bridge #1470A
Salem-Dayton Highway
Yamhill County

Date: June 17, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

NOTED
H.S. COULTER

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. Walt Hart, Bridge Engineer
Salem, Oregon

We have reviewed Mr. Backstrand's reply of June 15, in answer to our letter of May 27. We approve the strucutre as submitted March 31, 1983.

For Dale E. Wilken

cc:
OSHD (G Potter)
OSHD (J E Backstrand)

RECEIVED
STATE HWY ENGR
JUN 20 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.:
DES 23
1470A

RECEIVED
STATE HWY ENGR
JUN 16 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

June 15, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Palmer Creek Bridge
Salem-Dayton Highway
Yamhill County
BR 1470A

In reply to your letter of May 27, 1983 regarding the Palmer Creek Bridge, we have the following comments:

1. The estimated cost of installing a multiplate culvert for the crossing is $714,000. This does not include additional right-of-way costs (2 to 3 additional acres) or removal of existing structure. Inclusion of the above items would increase the estimated cost of the culvert above the estimated bridge cost of $790,000 which includes existing bridge removal. These estimates are not total project costs. The culvert is hydraulically acceptable, however, it effectively blocks the passage of small animals traveling along the Palmer Creek drainage.

2. The foundation material is not strong enough to support the culvert fill.

3. Subexcavation of 15 feet of the poor material and use of select backfill is included in the estimate for the culvert. Fill settlement would introduce problems during construction as well as long term, although this would not preclude use of a culvert.

4. A borrow source is available near McMinnville, some 6 to 8 miles away.

In consideration of the above comments, we request your approval of the structure as submitted March 31, 1983.

JEB:jrb

cc: ✓H. S. Coulter
E. S. Hunter
Gary Potter

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-73(-)
Palmer Creek Bridge #1470A
Salem-Dayton Highway

Date: May 27, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. Walt Hart, Bridge Engineer
Salem, Oregon

We have reviewed the preliminary plan data forwarded to us by Mr. Hart's letter of March 31 on the Palmer Creek Bridge. There are a few questions that need to be addressed before completing our review.

1. Economically can a culvert (or culverts) be installed that effectively give an acceptable structure.
2. Is the existing roadway fill foundation material strong enough to support a fill.
3. Is subexcavation of the poor surface material and select backfill a possible solution.
4. Is an economical borrow source available.

The close proximity of the Yamhill River and the short peak concentration time of Palmer Creek seem to indicate that a pipe might be a viable alternative even a slight reduction of the fill height might be possible to reduce the foundation pressure.

Please let us know what your studies show on these considerations.

For Dale E. Wilken

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JUN 1 '83
REFER TO Hart
FOR

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36-1458

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STATE OF OREGON
Highway Division - Region 2

NOTED
H. S. COULTER

INTEROFFICE MEMO

378-2626

RECEIVED
STATE HWY ENGR
APR 13 '83
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Bothman
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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TO: W. E. Schwartz
~~ASSISTANT~~ STATE HIGHWAY ENGINEER

DATE: April 13, 1983

FROM: Gerald W. Wimer Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

NOTED
W. E. SCHWARTZ

cr

SUBJECT: Palmer Creek Bridge
Salem - Dayton Highway

Phil Stearns and I, assisted by Mike Shultz, met with the Dayton City Council April 4th and 11th relative to closing the Salem-Dayton Highway in order that the Palmer Creek Bridge replacement project might be accelerated to the June 30th bid opening.

They had three objections:

1. An approximate five-mile detour for emergency vehicles.
2. An approximate nine miles of extra travel for a round trip of a substantial portion of the city living south of Palmer Creek wanting to go to the city center.
3. An approximate additional $30,000 cost for the City to temporarily relocate their sewer line on an accelerated schedule.

We could overcome the emergency vehicle objection by providing a pedestrian/bicycle pathway wide enough to allow temporary emergency vehicle use. However, we found, through the development of an abbreviated estimate of their detour travel costs as being nearly twice as expensive to the traveling public as compared to what could be saved by accelerating the project.

Also, we found that Federal funds could not be used to pay for the accelerated sewer relocation costs. We also found that a substantial portion of the temporary repairs that were needed to carry this structure through next winter have been made.

Therefore, this office finds it prudent to restore this project for a letting date in the first two months of 1984, utilizing the detour plan shown on the October 28, 1981, preliminary constructions plans. I have so notified Road and Bridge Design.

Contains Recycled Materials

We also considered a temporary detour on Palmer Lane (the Old Territorial Highway) utilizing a two-lane roadway with essentially the same grade line as our planned stage construction.

It would have undesirable affects, such as:

1. Potential flooding late this year which could cause out of direction detouring.
2. Back-water during high water that might be objectionable.
3. Highway traffic in front of residences not expecting this type of traffic.
4. Routing through a boat ramp launch.
5. Additional sewer costs to the City. We could hardly expect the City to agree to a routing over their streets and at the same time expect them to pay added sewer costs.

GW/bah

cc: Ed Hart
Virgil Wilson
Hal Versteeg - Please have your staff reprocess the necessary right of way descriptions. The original descriptions for this plan contained substantial temporary easements without any permanent right of way through them. Some permanent right of way across these particular parcels, as well as the temporary easements, are needed.

F

VICTOR ATIYEH
[illegible]

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
1470A

In Reply Refer to
File No.:

TO: Dale E. Wilkens
Division Administrator
Federal Highway Administration

March 31, 1983

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

RECEIVED
TECHNICAL SERVICES
APR 1 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Agt	File

SUBJECT: Palmer Creek Bridge
Palmer Creek Bridge Section
Salem-Dayton Highway
Yamhill County
Bridge 1470A

Enclosed are two reduced prints of Drawings 36206 and 36154 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the Foundation and Hydraulic Reports.

The alignment, roadway width and sidewalk are in accordance with the standards governing the project. The proposed structure consists of three spans with Type IV precast prestressed beams, single column interior bents and end abutments with wingwalls. The existing structure will be removed during construction and traffic detoured to an existing county road. Existing sewerline and pumping station need to be relocated.

An alternate structure study was made consisting of four spans of Type III precast prestressed beams with interior bents consisting of two columns.

The estimated cost of the proposed structure, including an allowance for Engineering and Contingencies, is $780,000. This includes $56,000 for removal of existing structure.

We request your approval of our preliminary plan.

Enclosures

~~cc~~ E. S. Hunter
Gary Potter
Final Design /w/ 1 set
C. O. Fredrickson /w/ 1 set
Environmental /w/ 1 set
John Grassman /w/ 1 set
Roger Trygstad /w/ 5 sets Please check with City of Dayton about relocation of sewerline and pumping station.
Kathy Olson, R/W Reg. 2 /w/ 2 sets

Form 734-3122

976

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

RECEIVED
STATE HWY ENGR
MAR 22 '83
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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TO: W. E. Schwartz
ASSISTANT STATE HIGHWAY ENGINEER

DATE: March 18, 1983

FROM: C. O. Fredrickson
C. O. Fredrickson
REGION 2 ENGINEER

SUBJECT: Palmer Creek Bridge
Salem-Dayton Highway

Orig to 3/23

Ed- If you can confirm availability of plans, I believe we should move the project up as Fredrickson recommends WES

The Palmer Creek Bridge in Dayton on the Salem-Dayton Highway, MP 0.7, is included in the Six-Year Program for replacement. The current contract schedule shows it for October-November-December of 1983.

This schedule date is based on constructing a low-level detour with a 72-inch culvert early in the 1984 construction season. There are construction and schedule risks with such a detour.

Recent boring indicated it should be replaced sooner or that we make substantial repairs. Please see the attached February 17, 1983, report from Fred Lucht.

Right of way was not acquired early enough this year to move this project up to this construction season with this low-level detour.

Because of the urgency of replacing this structure, we took another look at the detour and have concluded that the detour shown on the attached sketch would suffice. Such a detour unlocks this project from a critical seasonal construction schedule. It also saves over $200,000 and would let us proceed as soon as the project can be made ready to contract.

Preliminary grading plans are available; they only need minor revision to eliminate the low-level detour and add the County road detour. Bridge plans can be available for a June letting; the same for right of way. It is our understanding that HBR funds are available and, in fact, desirable to accelerate such projects.

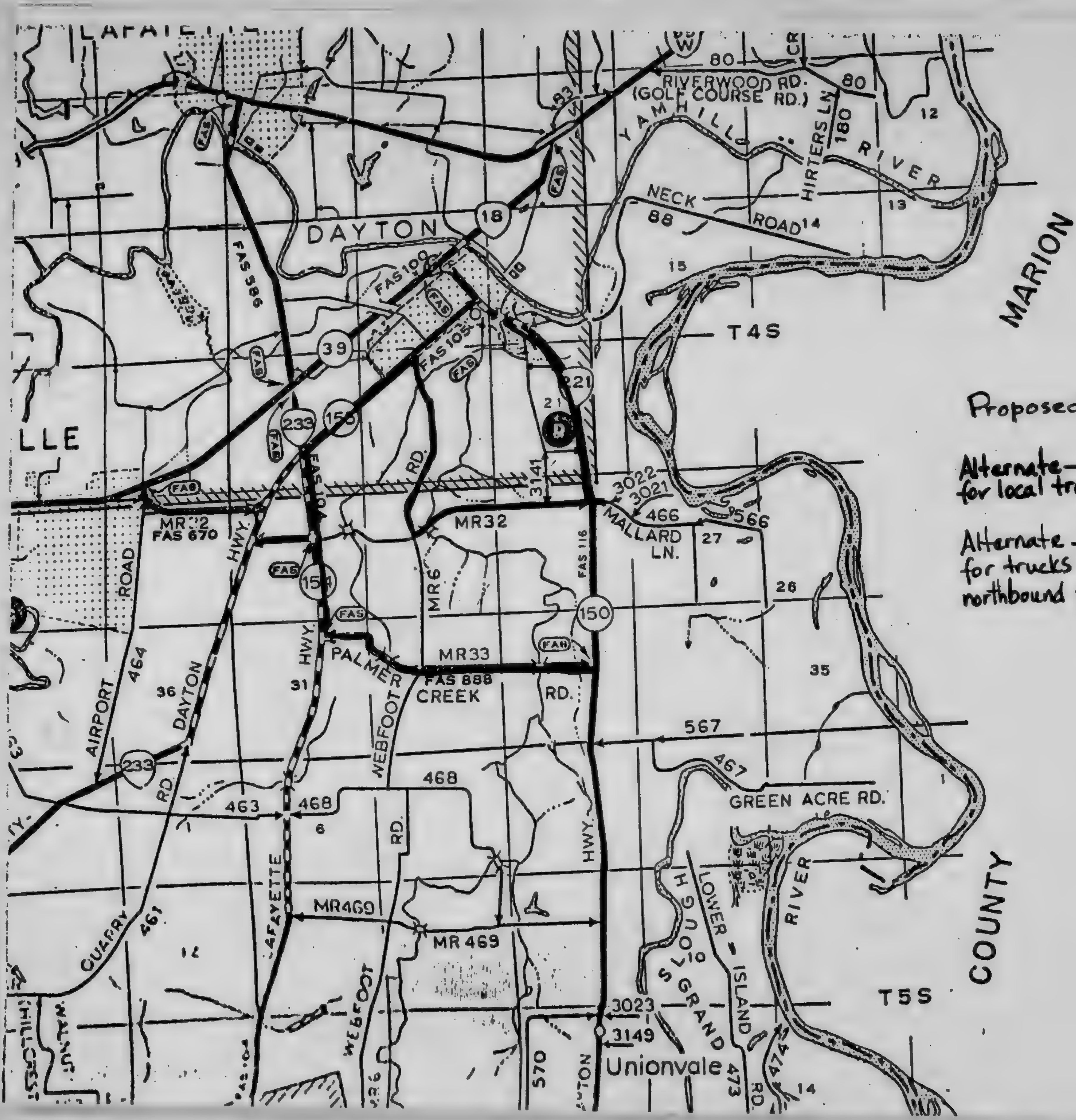
We will meet with the City of Dayton and other interested parties at their council meeting April 4, 1983, to discuss the detour inconvenience. Yamhill County verbally agreed to utilizing their roadways for a detour. We will confirm this with a written agreement.

It is the recommendation of this office that you move this project to the June 30, 1983, schedule of lettings. May we have your confirmation of this schedule change please?

GW/rgb

Cy- Fredrickson - I will advise you WES
3/23

81-125-1387


LAFAYETTE
LLE
DAYTON
Unionvale
MARION
COUNTY
YAMHILL RIVER
RIVER
RIVERWOOD RD.
(GOLF COURSE RD.)
HIRTERS LN.
NECK ROAD
MALLARD LN.
GREEN ACRE RD.
LOWER ISLAND RD.
GRAND ISLAND
SLOUGH
PALMER CREEK RD.
WEBFOOT RD.
LAFAYETTE HWY.
DAYTON HWY.
AIRPORT ROAD
DAYTON RD.
QUARRY
WALNUT
HILLCREST
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FAS 104
FAS 670
FAS 888
FAS 116
MR 12
MR32
MR33
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Proposed Detour Routes

Alternate ━━━━━━━━
for local traffic

Alternate ────────
for trucks & other
northbound traffic

136-1458

STATE OF OREGON **INTEROFFICE MEMO**

TO: T.W. Litchfield
Region II Maintenance Engineer

DATE: 2-17-83

FROM: Fred W. Lucht III
Reg. Br. Maint. Superviser

SUBJECT: Palmer Cr. Br.
Hwy 150 M.P. 0.71
Str. #1470

REGION 2 ENGINEER
RECEIVED
FEB 22 1983
RBE RE RCE RME RTE ROE
ULE GEO PSO ENV RFE

Enclosed is bridge boring log for the above structure.

The Cost for repair of this structure is as follows:

54 days for labor and equipment	$49,140
12 caps and/or sills at $800. each	$ 9,600.
Misc. bolts, nails and timbers	$ 1,000.
Total est. cost	$59,700.

The above cost does not include renailing the deck.

These costs were requested by Mr. Fredrickson.

Discussed with Matt Hart. Firm for spring, 1984.

Chuck

81-125-1307

Contains Recycled Materials

54 days @ Labor & Equipment = $49,140.00
12 Caps or sills @ $800. " = 9,600.00
misc. bolts, nails & Timbers = 1,000.00
$59,740.00

1 OF 5

PALMER CREEK

YAMHILL

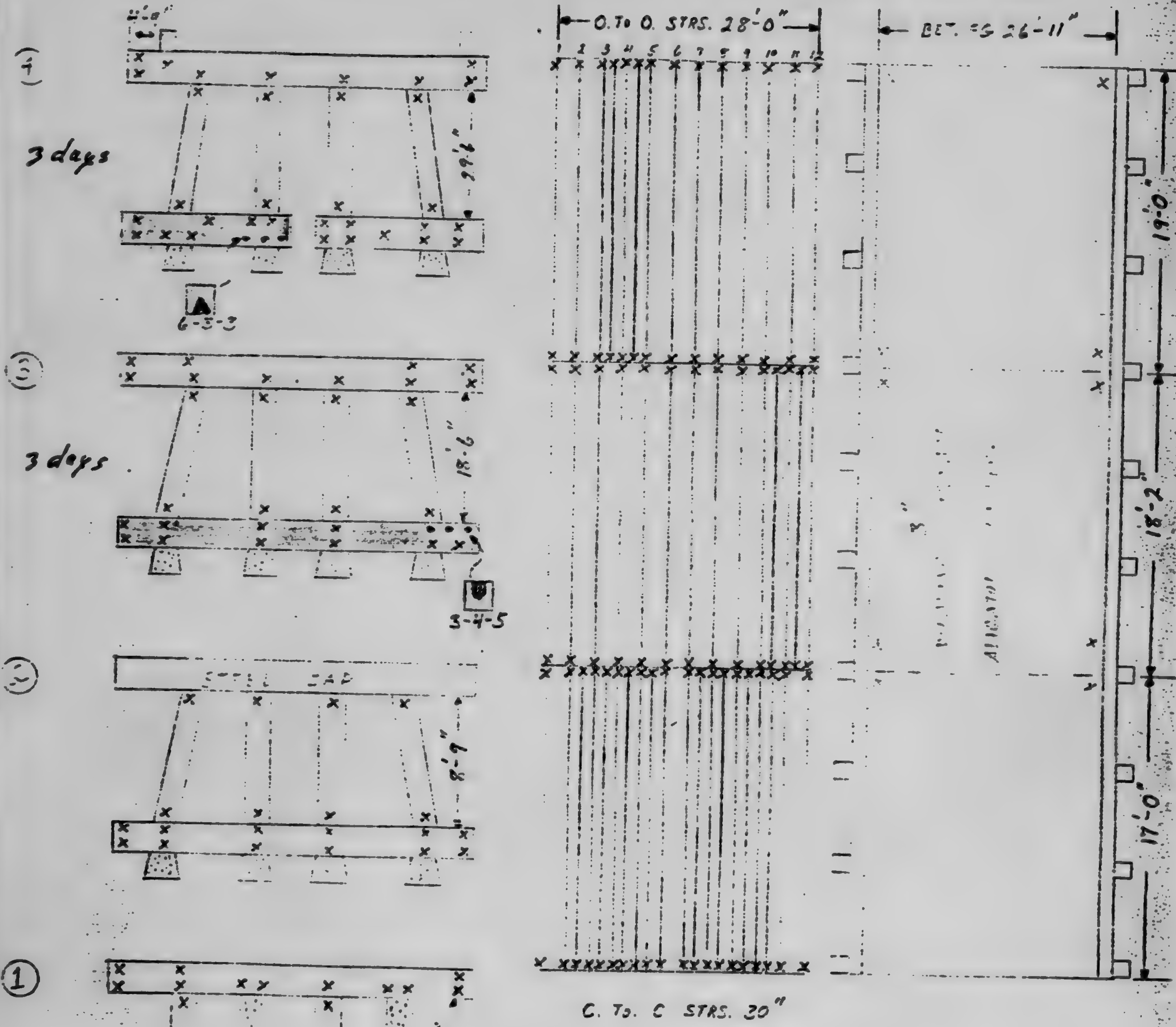
B.C. LOWELL

1-7-83

1470

M.P. - 0.71

SALEM - DAYTON HWY No. 150



O. TO O. STRS. 28'-0"
BET. FG 26'-11"
1 2 3 4 5 6 7 8 9 10 11 12
④
3 days
9'-9"
6-3-3
③
3 days
18'-6"
3-4-5
②
STEEL CAP
8'-9"
①
4'-7"
CONC. BULKHEAD
19'-0"
18'-2"
17'-0"
C. To. C STRS. 20"

H.R. RIGHT 2-3X8 WITH 3'-0" [illegible]
H.R. LEFT 1-3X12, POSTS 8X8. F.G. 12X12
STRINGERS 12-6"X 19", ADDED STRINGERS 6"X 18"
ALL TIMBER BUT 2X2 AND H.R. ARE CREO. TREATED
CAPS, SILL, AND POST 12"X 12"
DECK- 4"X12", 2"X2" and A.C.
MUD SILLS AND BOTTOM OF [illegible] [illegible] [illegible]
IN SUMMER WHILE WATER LEVEL WAS LOWER

2 OF 5

YAMHILL

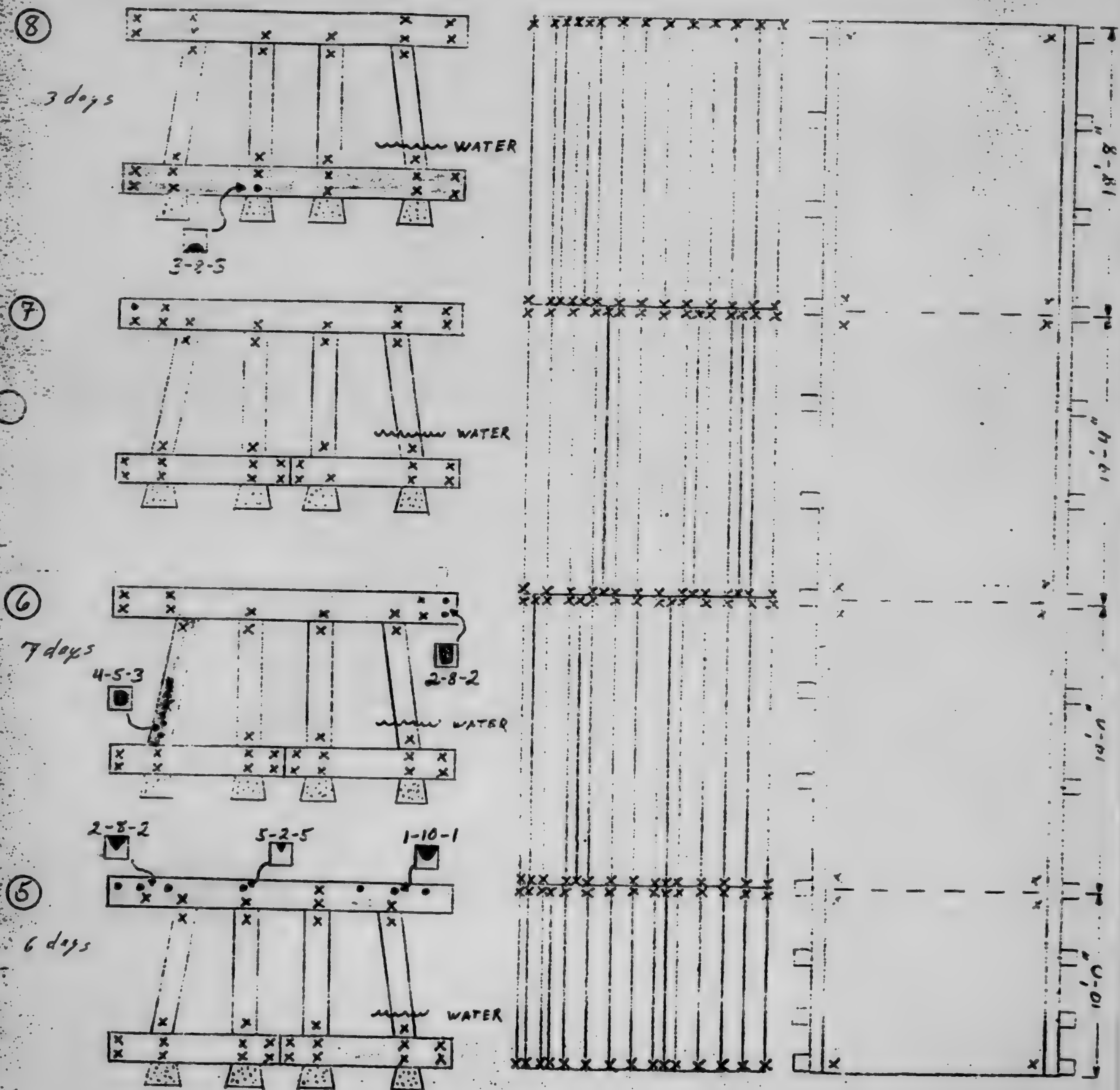
1470

PALMER CREEK

BC LOWELL

1-7-83

M.P. - 0.71 SALEM - DAYTON HWY. NO. 150



⑧
3 days
WATER
3-8-5
⑦
WATER
⑥
7 days
4-5-3
2-8-2
WATER
⑤
2-8-2
5-2-5
1-10-1
6 days
WATER
18'-8"
14'-4"
14'-0"
10'-0"

3 OF 5

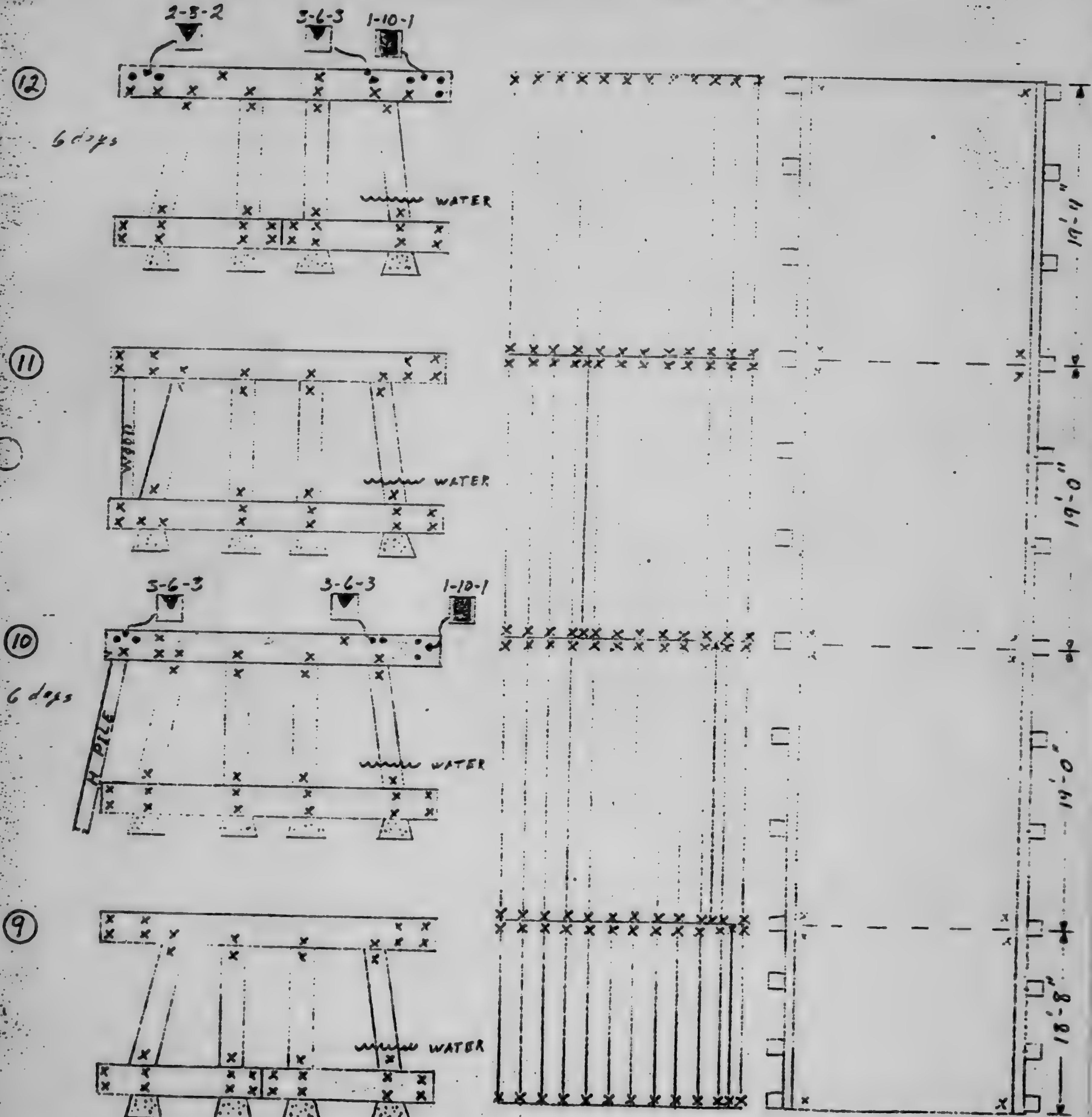
YAMHILL

1470

PALMER CREEK

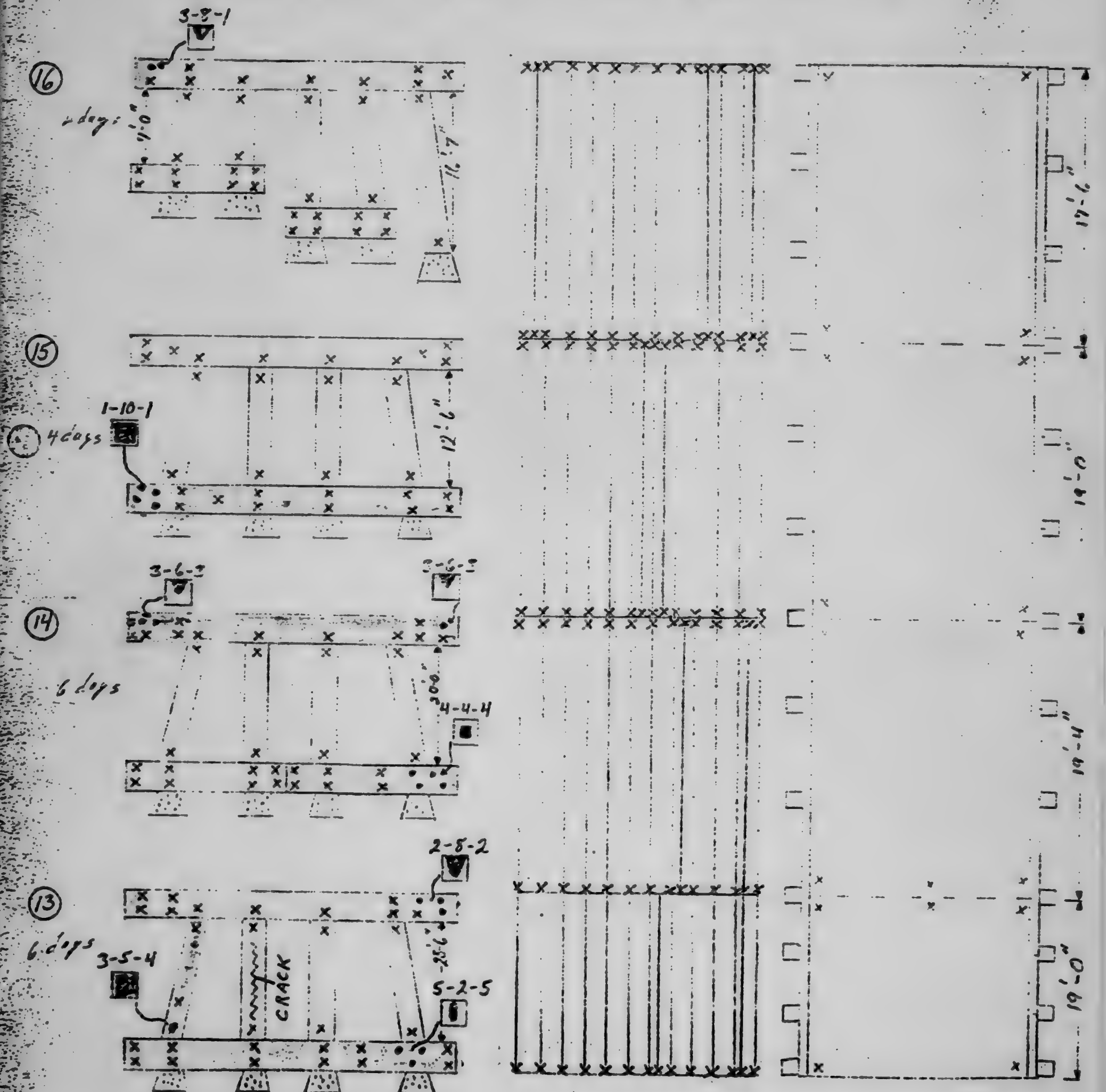
B.C. LOWELL -7-53

M.P. - 0.71 SALEM - DAYTON HWY NO. 150


2-3-2
3-6-3
1-10-1
12
6 days
WATER
11
WOOD
WATER
3-6-3
3-6-3
1-10-1
10
6 days
H PILE
WATER
9
WATER
19'-11"
19'-0"
19'-0"
18'-8"

4 OF 5
YAMHILL
1470

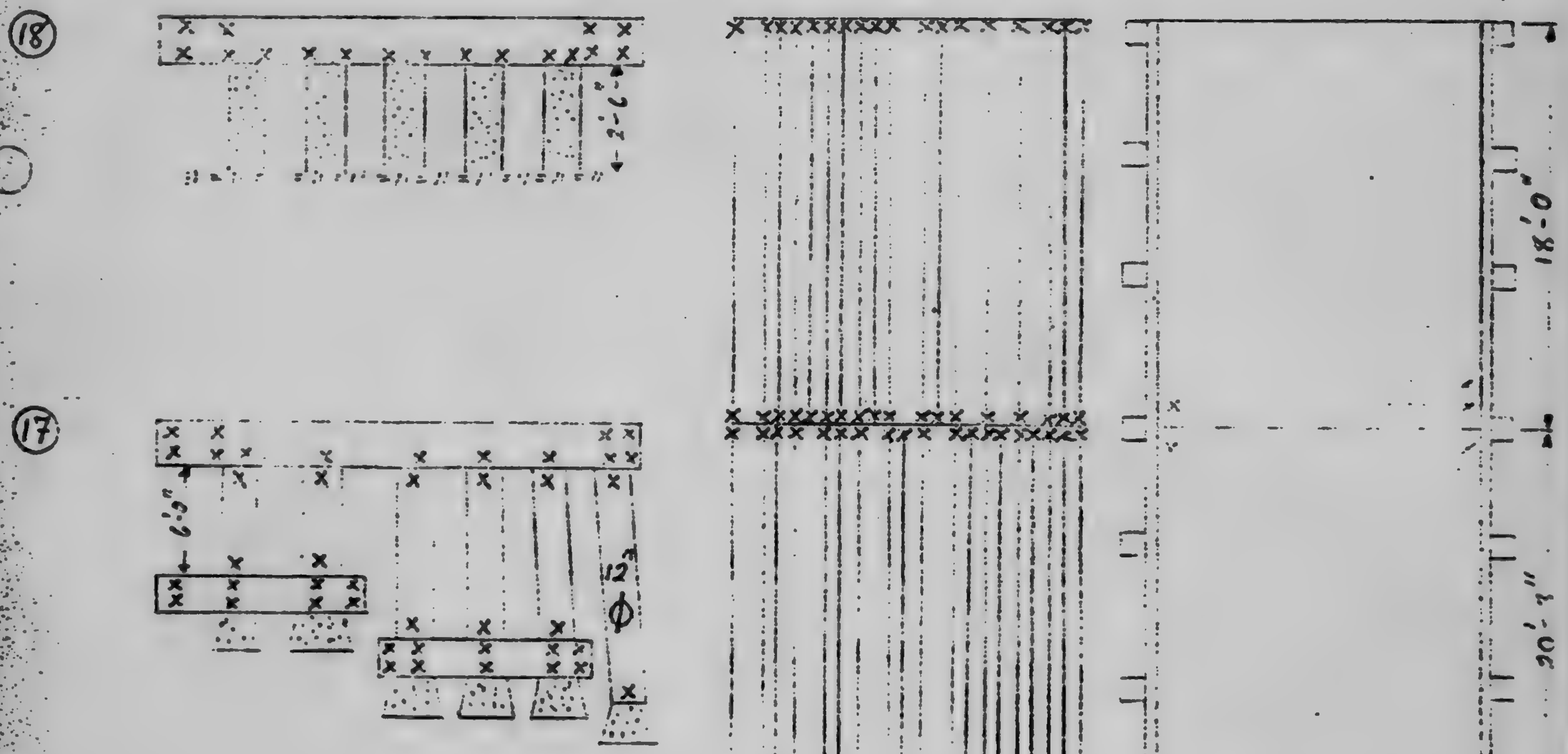
PALMER CREEK
S.C. [illegible] [illegible]-7-83
M.P. - 0.71 SALEM - DAYTON HWY. NO. 150



16
3-8-1
4 days
4'-0"
11'-7"
15
1-10-1
4 days
12'-6"
14
3-6-3
3-6-3
6 days
4-4-4
8'-0"
13
2-8-2
6 days
3-5-4
CRACK
5-2-5
2'-6"
14'-2"
14'-0"
14'-4"
14'-0"

5 OF 5
YAMHILL
1470

PALMER CREEK
R.C. LOWELL 1-7-83
M.P. - 0.71 SALEM-DAYTON HWY NO 150



18
2'-6"
17
6'-9"
12" Φ
18'-0"
20'-2"

97602

F

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-73(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30044

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/21/83

8. FEDERAL ROUTE NUMBER Primary 73

9. STATE ROUTE NUMBER Secondary 150

10. GENERAL LOCATION:
Palmer Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 1/13/83 you are authorized to proceed with the actual acquisition of file numbers 52357, 52358, 52359, 52360, 52397 and 52398 as shown on R/W map 9B-19-23 at a TEC of $21,700 Federal Funds $19,128.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JAN 25 '83
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ONg
1/25

14. DATE 1/21/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

7.67

F'

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

Date: January 13, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30044	F-73(2)	Palmer Creek Bridge PNRS #7708-2-1310

CL:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

7 105

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: January 13, 1983 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Project Data Submission
Item No. 30044
Project No. F-73(2)
Palmer Creek Bridge Section
Yamhill County

Enclosed is data consisting of PR-1 forms, project maps, and right-of-way map 9B-19-23 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $21,700 with an obligation of $19,128 in Federal funds. The areas to be acquired are as outlined in red on the enclosed right-of-way map. No relocation assistance is involved.

A copy of the State Clearinghouse A-95 review conclusions has been forwarded previously.

CL:bks
Enc.
cc: J. Boyd
F. Lowe
General Files

9767 150.1

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

October 15, 1981

J. H. Versteeg
Road Design Engineer

Files 52357, 52358, 52359,
52360, 52397 & 52398
Palmer Creek Bridge Section
Salem-Dayton Highway
Yamhill County

Attached are descriptions (6 files), an authorization and right of way prints covering right of way required for the subject project scheduled for fiscal first quarter of 1985.

By: R

Robert R. Rounds
R/W Descriptions Supervisor

RRR:rlr
Attachments

9762

Yamhill Co.

STATE OF OREGON

-hold

INTEROFFICE MEMO

TO: Frank Terpin
LOCATION ENGINEER

DATE: August 19, 1981

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Detour Pipe Size
Palmer Creek Bridge
Yamhill County

final design
8-22-81

R

Assistant Hydraulics Engineer David Bryson in his August 17 Hydraulics Analysis for the Palmer Creek Bridge considered two different pipe sizes for the detour.

The larger 72" culvert size extends the construction season approximately 30 days. The added time is very important and worth the additional $32,000 for this particular installation where we will have an extensive amount of stage construction work but a very limited time to perform it. Please arrange to have the larger 72" temporary culvert included in the construction plans rather than the 48" size.

GW/rgb

cc: Loren Weber

1 Versteeg ✓
Anderson
2 Christensen FW
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 20 1981
ROAD DESIGN SECTION

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REFERRED TO
Beard Stoudenmeyer
Cole Mann AH
Erikson ~~Hansen~~
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
AUG 19 1981
LOCATION SECTION

Phil

Add to project data

976-2

150

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: August 12, 1981

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Palmer Creek Bridge
Salem-Dayton Highway, M.P. 0.71
Yamhill County

JS 8/13 copy

— Versteeg
— Anderson
— Christensen
— Olson
copy — Sullivan
— Terpin
— Trott
— Wekerlig

RECEIVED
AUG 13 1981
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Action

The proposed project will replace the existing 323-foot long structure consisting of seventeen 19-foot long frame trestle spans. The proposed structure will be placed on the same alignment as the existing structure.

HYDROLOGY

Palmer Creek is a south-north tributary of the Yamhill River and drains an area of approximately 35.4 square miles above the bridge site. Since no stream gage data is available for Palmer Creek, the recurrence interval vs. peak discharge relationship listed below was determined using the regression equations developed by the U.S.G.S. for the Willamette River basin. These equations are contained in their 1979 report entitled "Magnitude and Frequency of Floods in Western Oregon."

Recurrence Interval	Peak Discharge
500-year	4,700 cfs
100-year	3,400 cfs
50-year	2,910 cfs
25-year	2,450 cfs
10-year	1,890 cfs
5-year	1,490 cfs

The highest waters at the bridge site are from backwater from the Yamhill River which is approximately 1,100 feet downstream. Listed below are the flood elevations on the Yamhill River at the mouth of Palmer Creek.

Recurrence Interval	Stage Elevation
500-year	115.1 feet
1964 Flood	107.7 feet
100-year	104.9 feet
50-year	103.4 feet
10-year	97.0 feet
Av. Summer	56.0 feet

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81-125-1387

Since Palmer Creek has a much shorter time of concentration that the Yamhill River, the peak discharge from Palmer Creek will have passed before the Yamhill River peaks. When the Yamhill River peaks, the discharge from Palmer Creek will have an insignificant effect on the above stages at the bridge site. During the summer months, there is no backwater effect from the Yamhill River.

HYDRAULIC DESIGN

The 50-year flood of 2,910 cfs was chosen as the design flood. The highest natural 50-year highwater elevation at the bridge site during the entire flood event is 103.4 feet which is backwater from the Yamhill River. A 21-foot diameter multiplate pipe was analyzed for this crossing and found to be adequate. It is estimated that the elevation of the Yamhill River is approximately 100.0 feet when Palmer Creek peaks. Elevation 100.0 feet was therefore used as the design tailwater elevation. During the 50-year design flood, the 21-foot diameter multiplate will create 2.3 feet of backwater resulting in a design headwater elevation of 102.3 feet. (This elevation is lower than the 50-year backwater elevation (103.4 feet) from the Yamhill River.) During the 100-year and 500-year floods, this structure will create 3.2 feet and 6. feet of backwater, respectively, resulting in respective headwater elevations of 103.2 feet and 106.0 feet. These highwater elevations are also less than their respective backwater elevations from the Yamhill River for those recurrence events.

A detailed analysis of a bridge alternate was not performed since the bridge length is governed by the topography of the site and not the hydraulics of the crossing. The existing structure creates a negligible amount of backwater throughout the entire spectrum of floods and a replacement structure would do the same.

The resident locating engineer made a detailed study of the crossing and concluded that the bridge alternate would be the best solution for the reasons discussed in his narrative report.

DETOUR

It is felt that the proposed 48-inch CMP detour would work adequately from May 15 through October 15. A 72-inch CMP detour should be adequate from April 1 through October 31. With the 72-inch alternate there is a slight chance that the headwater could reach a depth of 20 feet during April or late October. This will not overtop the detour, but it could threaten its stability.

RIPRAP

No riprap protection will be required for the bridge alternate. For the multiplate pipe alternate, it is suggested that the embankment slopes at the inlet and outlet be protected with a 12-inch blanket of Class 50 loose riprap to elevation 106.0 feet.

DWB:ge
Attachment

cc Frank Terpin w/attachment
Walt Hart "
Jack Davis "
Lyle Watson w/attachment
C. Fredrickson "
Gary Potter "

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge cfs	2,910	3,400	4,700	—
Discharge m³/s				
Frequency — yrs.	50	100	500	—
H.W. Elevation Natural Channel ft.	103.4	104.9	115.1	107.7
H.W. Elevation Natural Channel m.				
H.W. Elevation Channel Change ft.	—	—	—	—
H.W. Elevation Channel Change m.				
Average Velocity fps	1.1±	1.3±	1.8±	—
Average Velocity mps				
Headwater Elevation ft.	—	—	—	—
Headwater Elevation m.				
Tailwater Elevation ft.	—	—	—	—
Tailwater Elevation m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Bridge alternate
H.W. elevations are backwater from the Yamhill River

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Palmer Creek Bridge
Salem-Dayton Highway, M.P. 0.71
Yamhill County

COMPILED BY: Dave Bryson

DATE: August 13, 1981

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge	cfs	2,910	3,400	4,700	—
	m^3/s				
Frequency — yrs.		50	100	500	—
H.W. Elevation Natural Channel	ft.	103.4*	104.9*	115.1*	107.7*
	m.				
H.W. Elevation Channel Change	ft.	—	—	—	—
	m.				
Average Velocity	fps	8.4±	9.8±	13.6±	—
	mps				
Headwater Elevation	ft.	102.3	103.2	106.0	—
	m.				
Tailwater Elevation	ft.	100.0	100.0	100.0	—
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 21-foot diameter multiplate alternate
* backwater from the Yamhill River

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Palmer Creek Bridge
Salem-Dayton Highway, M.P. 0.71
Yamhill County

COMPILED BY: Dave Bryson	DATE: August 13, 1981

9763

July 31, 1981

Arthur J. Johnson
City Hall
Dayton, OR 97114

Dear Mr. Johnson:

The Department of Transportation is proposing to replace the Palmer Creek Bridge on the Salem - Dayton Highway. The structure to be replaced lies within the Dayton city limits near the southerly limits of the central business district. Replacing the existing structure with one designed for projected traffic loads would require the acquisition of additional right-of-way.

In accordance with ORS 373.015 this is notice to you that we plan to acquire additional right-of-way within the Dayton city limits for highway purposes, and that if you or the City Council have any remonstrances or objections, a public hearing may be held in accordance with the stipulations of the law.

The law requires that if you have objections to the proposed acquisition of right-of-way, you so indicate within 10 days after receipt of this notice. It would be appreciated if you would also let us know by letter if you have no objections to the proposal so our file on the project would be complete.

A copy of the law referred to and a copy of the map showing the right-of-way to be acquired are attached for your convenience. If you have any questions concerning the proposal, feel free to contact me at 205 East Salem Highway Building, 2960 E. State Street, Salem, OR 97310;PPH. 378-2626.

Sincerely,
ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
REGION ENGINEER

RECEIVED
DOT DIRECTOR
AUG 5 '81
REFER TO -
FOR

Info	Inve	R/D	D/R	Sign	Act	File

bah
W/Attch.

cc: H. S. Coulter

bc: F. B. Klaboe
D. H. Moehring
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
W. J. Hart
C. O. Fredrickson
J. B. Boyd
Frank E. Terpin
Phil Stearns
Chuck Pietrok

NOTED
F. B. KLABOE

9762

n

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 15 #150
150

TO C. O. Fredrickson
Region 2 Engineer

DATE: December 11, 1980

FROM for George C Walls
Frank E. Terpin
Location Engineer

SUBJECT Palmer Creek Bridge Section
Dayton-Salem Highway
Yamhill County

Herewith a detail map, profile and estimate for a proposal on subject section that we developed in answer to inquiries by the Environmental Unit.

The Environmental Unit was concerned that the proposal as designed by your office would not adhere to the August 9, 1977 project assessment which was approved by the Federal Highway Administration as a Category 3, Non-Major Action, Assessment Only.

The 1977 assessment states that the proposed project is to replace the existing Palmer Creek Bridge at or near its present location. The assessment further states that the proposal would require about one acre of additional right-of-way and displace one single family residence.

If the located proposal is pursued, the Project Category Request would have to be resubmitted and a new category assigned. The proposal by requiring about two acres of right-of-way, displacing five homes and having a potential for encroachment on the cemetery would probably become a "Class III" action/Project Category 2, requiring an Environmental Assessment.

The minimal design we have outlined on the detail map, while being somewhat less than ideal, will provide improved traffic service for several years. The design would also be within the scope of the 1977 assessment, therefore, submittal of a new Project Category Request would not be required. Lastly, the estimate for the minimal design is more in line with the $1,325,000 estimate in the Six Year Highway Improvement Program.

By copy of this letter, I am adding the proposal to the agenda for the Team #1 meeting scheduled for December 16, 1980.

FET:DB:ge
Attachments

cc: J. B. Boyd
G. A. Potter
J. H. Versteeg
W. N. Hackleman

1 Versteeg ✓
[illegible]
Christensen
2 Olson ab.
Sullivan
Terpin
Trout
Wakerlig

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ROAD DESIGN SECTION

DES 16-1

Tony George, Engineering Coordinator
Environmental Section

September 24, 1980

ADOlson
A. D. Olson
Preliminary Design Engineer

Sound Barrier Cost Estimate
Palmer Creek Bridge
Salem-Dayton Highway
Yamhill County
Prefix 136-1458-907

✓ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
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The existing right-of-way (40 feet right of centerline) is not adequate for construction of a berm or berm/wall combination. Approximately 45 feet of additional right-of-way would be required in order to construct the proposed berm. Right-of-way would be expensive because of a receptor located approximately 70 feet right of Station 31+50 and because the berm would take over half of the back yards of the remaining receptors.

The most feasible alternative for a sound barrier on this project would appear to be a wood or concrete wall placed at the existing right-of-way line.

Concrete walls can be constructed with concrete blocks or precast concrete panels. Both walls cost approximately the same to construct.

Wood walls have a lower initial construction cost. However, the concrete wall requires a minimum of maintenance and has a useful life of fifty years plus. A wood wall is a high maintenance wall and has a maximum expected life of twenty years. This should be considered in any comparison of cost.

Concrete wall costs vary from $170 per lineal foot for a 10-foot high wall to $260 per lineal foot for a 16-foot high wall. Wood walls vary from $85 per lineal foot for a 10-foot high wall to $130 per lineal foot for a 16-foot high wall. Wood walls with vertical lines will cost approximately $10 more per lineal foot than wood walls with horizontal lines.

Wall heights were based on obtaining 10-foot above roadway elevation. This would provide less mitigation than a berm of equal height. The amount of mitigation this wall will provide may need to be re-evaluated.

Constructing a wall at the right-of-way line within the present project limits would require a wall 12 to 14 feet high and approximately 500 feet long. Constructing a concrete wall would cost approximately $115,000, averaging $230 per lineal foot, compared to $55,000 for a wood wall, averaging $110 per lineal foot.

The extended section of wall would need to be approximately 12 feet high and 350 feet long. This section of wall would cost approximately $75,000 for a concrete wall or $35,000 for a wood wall.

The estimated cost to construct the 850-foot long wall (within the present project limits and extended) is $190,000 for a concrete wall or $90,000 for a wood wall.

There would be no apparent adverse impact to the road design by constructing this wall.

This would be a Type 1-B project.

I note that the exterior design level of 67 dbA is not exceeded. It would appear that the "build" option would have the same noise level as the "no build".

ADO:ja

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO:
J. H. Versteeg
Engineering

DATE: September 5, 1980

FROM:
Tony
Anthony J. George, Engineering Coordinator
Environmental Section

SUBJECT:
Sound Barrier Cost Estimate
Palmer Creek Bridge
Salem-Dayton Highway
Yamhill County

The noise study report indicates the potential use of a sound barrier for noise mitigation. Figure 1 shows the barrier location. Table 1 (contained in Figure 1) presents the physical description and the noise reduction capabilities of the barrier.

The eastern end of the project terminates within a developed residential area. The sound barrier, as restricted by the project limits, will provide noise reduction for 6 of the 10 residences in the development. It is therefore requested that the extended sound barrier be analyzed as well.

Please provide us with an estimate of engineering feasibility and costs for both the barriers (within present project limits and extended). Cost estimates should include right-of-way acquisitions or easements. Furthermore, include any additional cost for drainage systems or alternative engineering designs. Any other assessment as to engineering feasibility would be appreciated.

Thanks for your assistance.

AJG:TP:ct

1 Versteeg ✓
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

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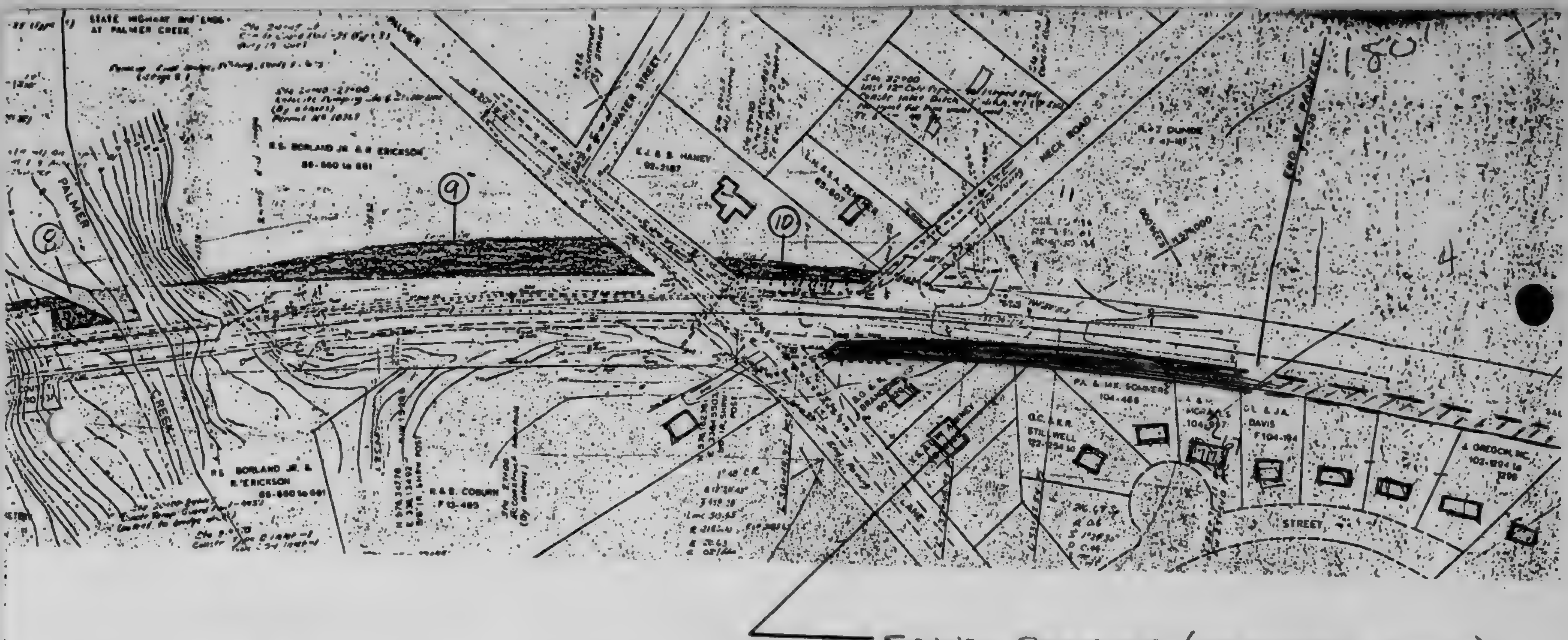
STATE HIGHWAY BRIDGE AT PALMER CREEK
PALMER
CREEK
WATER STREET
NECK ROAD
STREET
R.S. BORLAND JR. & A.E. ERICKSON
R.S. BORLAND JR. & R. ERICKSON
R.& B. COBURN
E.& B. HANEY
PA & M.K. SOMMERS
G.C. & R.R. STILLWELL
D.L. & J.A. DAVIS
A OREDON, INC.
8
9
10
11
4
180'
SOUND BARRIER (EARTHEN BERM)

TABLE 1

PREDICTED LEQ NOISE LEVELS (2000)

DISTANCE*	EXTERIOR		INTERIOR	
	w/o BARRIER	W. BARRIER	w/o BARRIER	W. BARRIER
100 FT	67 dBA	60 dBA	57 dBA	50 dBA

* DISTANCE FROM ROADWAY CENTERLINE TO RESIDENTIAL STRUCTURES

NOTE: BARRIER (EARTHEN BERM)
LENGHT** – 450 FT
HEIGHT – 10 FT
(ABOVE ROADWAY)
INSERTION LOSS – 7 dBA

** AS REQUIRED WITHIN PRESENT PROJECT LIMITS. THE EXTENDED BARRIER WOULD BE APPROXIMATELY 850 FEET LONG

1" = 167' I

FIGURE 1

SOUND BARRIER LOCATION

1762

DATE: March 30, 1979

TO: OREGON TRANSPORTATION COMMISSION

ORIGINAL SIGNED BY H. S. COULTER

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Special Bridge Replacement Projects (19)

On the Consent Calendar for the April 17 meeting will be a request to approve 19 Special Bridge Replacement projects. These projects are not on the Six-Year Program.

The 1978 Federal-Aid Highway Act provided additional Special Bridge Replacement funds and the attached list of 19 bridge projects have been identified as needing reconstruction with these additional funds. The 19 bridge projects are estimated to cost $11,000,000 with Federal participation of $8,800,000 and State matching funds of $2,200,000.

These projects have been investigated and are eligible for funding under the Special Bridge Replacement Program. I recommend your approval of the projects and request authorization to sign the project agreements for and on your behalf.

RU:dmc
Attachment

bc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
E. L. Hardt
C. O. Fredrickson
A. Shirley
Dale Allen
W. E. Schwartz
George Bell

PROPOSED SPECIAL BRIDGE REPLACEMENT PROJECTS

Section & Highway	Hwy. No.	County	Cost
FY 1979			
N. & S. Fork Coyote Cr. (Gellespie Corners) Territorial Hwy.	200	Lane	$ 270,000
FY 1980			
Hood River (Hood River) Bridge Mt. Hood Hwy. ORE 35	26	Hood River	1,600,000
Suicide Creek Bridge Coos Bay-Roseburg Hwy. ORE 42	35	Douglas	100,000
Kale Creek Bridge Nehalem Hwy. ORE 202	102	Clatsop	250,000
Bear Creek Overflow Bridge Coquille-Bandon Hwy. ORE 425	244	Coos	250,000
FY 1981			
UPRR & Frontage Rd. Overcrossing (The Dalles) The Dalles-California Hwy. US 197	4	Wasco	750,000
Klamath Straits Bridge The Dalles-California Hwy. US 97	4	Klamath	400,000
Juniper Canyon Bridge John Day Hwy. ORE 19	5	Gilliam	100,000
S. Santiam Bridge Santiam Hwy. US 20	16	Linn	650,000
Jenny Creek Bridge Green Springs Hwy. ORE 66	21	Jackson	200,000
Ash Creek Bridge Independence Hwy.	193	Polk	400,000
USRS Canal "J" Bridge Hatfield Hwy.	426	Klamath	250,000
Williamson River Bridge Modoc Point Hwy.	427	Klamath	500,000
FY 1982			
Nehalem River Bridge Oregon Coast Hwy. US 101	9	Tillamook	4,000,000
Shields Creek Bridge Coos Bay-Roseburg Hwy. ORE 42	35	Douglas	200,000
Palmer Creek Bridge Salem-Dayton Hwy. ORE 221	150	Yamhill	500,000

PROPOSED SPECIAL BRIDGE REPLACEMENT PROJECTS

Section & Highway	Hwy. No.	County	Cost
FY 1983			
Holmes Creek Bridge Coos Bay-Roseburg Hwy. ORE 42	35	Douglas	$ 150,000
FY 1984			
Courtney Creek Bridge Halsey-Sweet Home Hwy. ORE 228	212	Linn	130,000
Pony Creek Bridge Cape Arago Hwy.	240	Coos	300,000
		TOTAL	$11,000,000

9762

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: Department of Transportation

PROJECT TITLE: Palmer Creek Bridge YAMHILL

PNRS #: 7708 2 1310

DATE : January 23, 1978

The State Clearinghouse has received additional comments from Department of Soil & Water subsequent to our conclusion letter of October 11, 1977, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

RECEIVED
STATE HWY ENGR
JAN 30 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

cc:
G. L. Green
J. B. Boyd
W. J. Hart
Aeronautics Div.
B. L. Gifford
H. S. Coulter ✓
J. H. Versteeg
C. Fredrickson, Reg.2
Paul Hartwig, Parks
D. E. Swan
F. E. Terpin
Gary Potter
F. T. Lacey, Dis. 8-26-77
Gerald Wimer

BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7708 2 1310 Due Date: OCT 07 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Palmer Creek Bridge

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

PLEASE SEE ATTACHED LETTER

Agency [illegible] By [illegible], Director

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
1120 South Baker Street McMinnville, OR 97128

December 22, 1977

Mr. Charles V. Miles, Director
State Soil & Water
Conservation Commission
[illegible] 12th Street
Salem, OR 97310

Dear Chuck:

I just found this review sheet on the Palmer Creek Bridge and the thought struck me that we may not have answered it during the review period.

As the site is the approximate location of a proposed dam site, the Yamhill SWCD felt that possibilities of a joint project should be discussed, or at least brought to their attention, before a new bridge is constructed.

Sincerely,

Don Wallenmeyer
District Conservationist

[illegible]

Enclosure

RECEIVED
DEC 30 1977
STATE SOIL AND WATER
CONSERVATION COMMISSION

9762

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Palmer Creek Bridge

DATE: October 11, 1977

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
OCT 24 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is consistent as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

10/20/77

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
John Sheldrake, Reg. 2
R. A. Kuehn, Dist. 3
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7708 2 1310

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

8-26-77
BEN GIFFORD
136145 R

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
AUG 31 1977
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7708 2 1310 Due Date: OCT 07 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By M.E. Stone

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7708 2 1310 Due Date: OCT 07 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

Yamhill Co.

REMARKS (Please type or print legibly)

Prior to removal of the Palmer Creek Bridge both banks should be inspected by professionals competent in the fields of history and archeology to assess impact to cultural resources

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By David E. Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7708 2 1310 Due Date: OCT 07 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency Fish & Wildlife By Jerry Mayfield
ENVIRONMENTAL MANAGEMENT SECTION 9/22/77

(#2)

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

August 26, 1977

TO **Executive Department**
Federal Aid Coordination Unit

Mid Willamette Valley Council
of Governments
Room 305, Civic Center
Salem, OR 97301

J L Gaither

FROM **D. E. Swan**
Federal Aid Engineer

RECEIVED
STATE HWY ENGR
AUG 29 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 3
Section: Palmer Creek Bridge
Highway: Salem-Dayton
County: Yamhill

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be Sept. 26, 1977.

NOTED
H.S. COULTER

BLG:dmc

Attachment

cc: **G. L. Green**
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2 J. Sheldrake
District 3 R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Dept. of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 OR DOT Building	46] CITY [60 Salem	76] ZIP 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Palmer Creek Bridge			
11	12] PROJECT LOCATION—CITY Salem-Dayton Hwy.	PROJECT LOCATION—COUNTY Yamhill	PROJECT LOCATION [79 SEC: T: R:	

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This proposal is to replace an existing structure at or near the present [71

07 12] location. Modification to horizontal and vertical alignment will be considered [71

08 12] to improve grades and alignment and to maintain traffic during construction. [71

09 12] (See Attachment) [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	455,800	-	37,100	37,100		530,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 US Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: Aug. 26, 1977	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 Sept.	43] DAY [44 26	45] YEAR [46 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Aug. 26, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a category 3 project of nonmajor environmental impact under Oregon's Action Plan.

CATEGORY 3 PROJECT

NON-MAJOR

BRF-73(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 21, 1977

Section Palmer Creek Bridge

Unit (if appl)

County Yamhill

City Dayton

Highway Salem-Dayton

State Hwy. No. 150

Termini: M.P.(if appl) 0.53-0.84

Length 0.31 mile

Region 2

Construction Estimate To be determined
Program Amount

B. Purpose of Project:

The proposed project is to replace the existing Palmer Creek Bridge. Constructed in 1962 of treated timber, the structure has deteriorated to where maintenance is no longer economically feasible.

C. Origin & History of Project:

The project was approved by the Oregon Department of Transportation Commission on February 21, 1977 for inclusion in the Special Bridge Replacement Program priority list. A request for Authority to Survey dated July 12, 1977 has been forwarded for programming.

D. General Description of Project:

The proposal is to replace an existing structure at or near the present location. Modifications to horizontal and vertical alignments will be considered to improve grades and alignment and to maintain traffic during construction. No feasible detour is available.

Alignment: New ______ Existing ______ Combined XX

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Traffic: Existing Facility: Existing ADT 1850; Projected ADT 3500; Yr. 1997

Existing Level of Service C

Proposed Facility: Projected ADT 3500; Yr. 1997

Projected Level of Service C

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels To be determined

Acres 1±; Type of Relocation Req. Single family home; No. 1

Materials Source, Borrow, Waste Disposal Requirements, if any:

Surfacing materials are available from commercial sources. A barrow or waste disposal site would not be required.

Type of Structure(s):

The existing bridge is a treated timber frame trestle structure with a wooden deck. A replacement structure would be designed after the preliminary engineering is completed.

Brief Description of River or Stream and Type of Involvement, if any:

Palmer Creek is tributary to the Yamhill River, extending to the south from the bridge site approximately eleven miles and draining approximately 30 square miles of farm land and the easterly slopes of the Amity hills. Bridge construction would remove some stream side vegetation and may require some instream work.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Location and design alternatives would be considered to improve highway grades and alignment and to provide for traffic during construction. Location alternatives may include new alignments immediately upstream or downstream from the existing bridge or a modified alignment that would permit stage construction.

Other Descriptive Information or Comments:

Overhead and underground telephone facilities, power lines, sanitary sewer lines and a water main may be affected by construction and may require adjustment or relocation. A pioneer cemetery abuts the highway right of way at the northwesterly corner of the bridge.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: At the project site, Palmer Creek meanders along the bottom of a well defined drainageway. The drainageway is approximately 400 feet wide at the top; side slopes are rather steep, descending approximately 60 feet in elevation to a narrow flood plane terrace slightly above the stream channel. The flood plane terrace and drainageway slopes are densely covered with a variety of different types of vegetation. The overstory consists of big leaf maple, black walnut and cottonwoods with scattered douglas fir along the top of the drainageway. Midstory vegetation consists of willows, ash, vine maple, and seedling apple and cherry trees. The understory consists of jointgrass, orchard grass, ferns, himalaya berries, wild flowers, and other unidentified weeds, shrubs, and grasses. Aquatic and terrestrial wildlife have not been identified as it is not anticipated that the proposed project would significantly affect the wildlife habitat.

2. Cultural:

The proposed project is within the city limits of Dayton, Oregon. Dayton is a small rural community of approximately 1300 residents. A central business district extends along the Amity-Dayton Highway which extends to the southwest from its intersection with the Salem-Dayton Highway at 3rd and Ferry Streets. The proposed construction area lies just to the southeast of the C.B.D. At the northerly end of the bridge, a mixed residential and commercial area extend along the easterly side of the highway and a pioneer cemetery abuts the westerly side. At the southerly end of the bridge, the highway extends through a short section of residential development which changes abruptly to open farm land near the southerly city limits.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

It is anticipated that some right of way would be required for the project. One single family home, presently vacant, may be displaced.

2. Estimated Impact on Traffic Patterns:

There would be a temporary impact on traffic flow during construction.

Consequences--Air Quality, Noise, Safety, etc.:

No significant change in air quality or noise levels are anticipated. The proposed structure replacement would tend to improve highway safety.

3. Estimated Impact on Land Use:

No impacts on land use are anticipated as a result of the bridge replacement.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Some wildlife habitat would be removed and some instream work may be required.

Consequences:

Not significant. Similar wildlife habitat is abundant and continuous in the area. Impacts from instream construction would be temporary.

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

No apparent controversial issues have been identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards A noise report will be prepared.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The proposed project would be consistent with the above plans and standards.

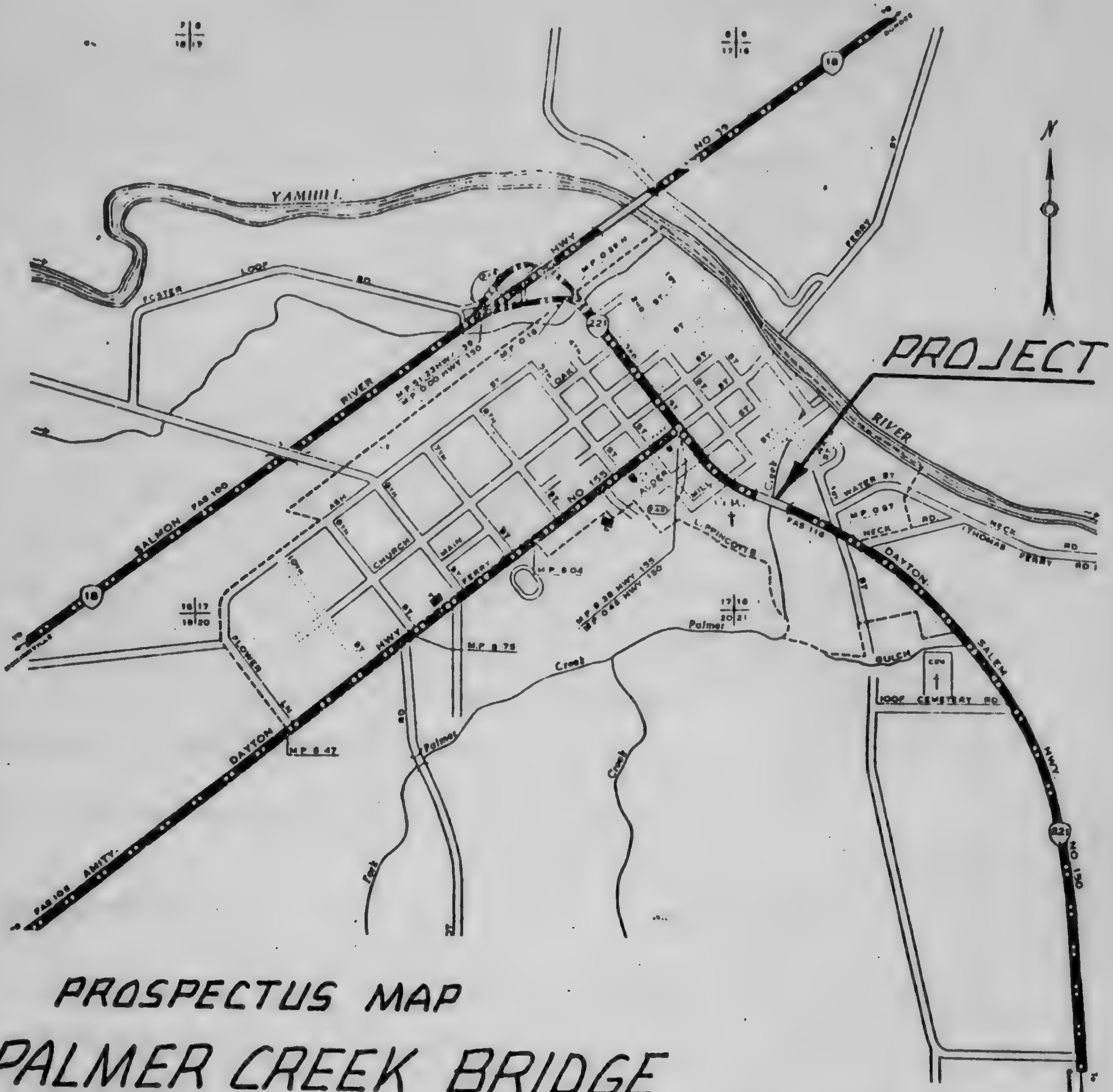
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		X---NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10e, a project of this type is ordinarily considered to be a non-major action.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


PROJECT
N
YAMHILL
RIVER
SALMON RIVER HWY
NO 39
FOSTER LOOP RD
FERRY ST
WATER ST
NECK RD
THOMAS FERRY RD
DAYTON-SALEM HWY
NO 150
AMITY-DAYTON HWY
NO 153
FAS 100
FAS 106
FAS 116
OAK
ASH
CHURCH
MAIN
FERRY
ALDER
MILL
FLOWER LN
Palmer
Creek
GULCH
LOOP CEMETERY RD
M.P. 0.04
M.P. 8.75
M.P. 8.47
M.P. 0.67
18
221

DAYTON
YAMHILL COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population [illegible]
Scale [illegible] Feet
Revised August [illegible]

PROSPECTUS MAP

PALMER CREEK BRIDGE

SALEM-DAYTON HWY.
YAMHILL CO.
JULY 12, 1977

9762

STATE OF OREGON

INTEROFFICE MEMO

[illegible] 19-1
Palmer Cr.

DATE: August 15, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: Gerald Wimer Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Project No. BRF-73(-)
Palmer Creek Bridge
Salem-Dayton Hwy.
Yamhill County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt

Attachment

Ed Hunter
8-15-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 2 : John Sheldrake
District 3 : R. A. Kuehn
Region 2 Geologist: W. R. Fretwell
B. L. Gifford

81-125-1387

9762

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: August 9, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project BRF-73(-)
PROJECT ASSESSMENT
Palmer Creek Bridge
Yamhill County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's July 27, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G.K. Hossner
for G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
AUG 11 '77
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig to

1984 Dist. 13 Rock Prod. Enter- 9763
prise-Lewiston, Whitney, Dooley
Mt., Baker-Copperfield Hwys.

9763

January 23, 1985

The Travelers Indemnity Co.
Surety Department
707 SW Washington Street
Portland, OR 97205

CON 5
#9763

Gentlemen or Ladies:

On January 10, 1985, we wrote to you concerning release of final payment on Contract No. 9763 awarded to Fisher Land Company dba Oakridge Sand & Gravel for the District 13 Rock Production Project on the Enterprise-Lewiston, Baker-Copperfield, Whitney and Dooley Mountain Highways in Baker and Wallowa Counties.

Final payment on this contract is $17,980.10 and the total contract amount is $407,111.65. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Fisher Land Company
dba Oakridge Sand & Gravel
PO Box 751
Oakridge, OR 97463

Allison, DeBar, Getty & Noske Ins.
PO Box 10266
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 7, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9763, On Site Work Substantially Completed August 28, 1984

All Work Completed August 28, 1984

Project District 13 Rock Production Project

Highway Enterprise-Lewiston, Baker-Copperfield, Whitney and Dooley Mountain

Counties Baker and Wallowa

Type of Work Rock Production

Contractor Oakridge Sand and Gravel

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

January 10, 1985 - Surety letter written.

noted
RW Gormsen

RECEIVED
JAN 9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 21, 1984

Fisherland Co. dba
Oakridge Sand and Gravel
P.O. Box 751
Oakridge, OR 97463

Time Extension Request
District 13 Rock Production
Contract No. 9763

Your request for additional contract time in which to complete the above project has been reviewed. Due to circumstances peculiar to this particular contract, all liquidated damages for late project completion are hereby waived.

W. E. Schwartz, P. E.
Ass't State Highway Engineer
for Operations

bc: C. O. Fredrickson
R. D. Hector w/attach.
C. K. Ansell w/attach.
Bruce Walton w/attach.

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: October 29, 1984

SUBJECT: District 13 Rock Production
Contract No. 9763

Attached is Contractors Request for Increase in Number of Workdays to Complete Construction Contract on subject project.

The contractor scheduled his crushing operations this season to accommodate construction demands. There is evidence that indicates the contractor was led to believe that he would not be held to completion dates if he did this. The oiling contract that was tied to this rock production was not affected in any way.

I recommend that all liquidated damages be waived.

J. X. Wilson

J. X. Wilson
Region 5 Maintenance Engineer

JXW/jef

cc: C. K. Ansell

11-20-84

W. E. Schwartz -

Contractually there is no valid reasen to grant additional contract. However, it appears clear that the contractor changed his schedule upon reliance on comments by the Project Manager that liquidated damages would not be assessed. I therefore concur with Region and recommend that all liquidated damages be waived on this contract.

O. B.

CE ___ CAE ___ RECEIVED LB ..... TC .....
COE ..... OM .....
CA .... NOV 0 1 1984 PE ....
CAM .... MA ....
CP .... CONSTRUCTION OCS ....
EEO .... SECTION FILE ....

9763

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: District 13 Rock Production

WEEK ENDING: August 17, 1984

SECTION PREFIX: 1-8335

HIGHWAY: Ent.-Lewiston, Baker-Cop., Whitney, Dooley Mt.

COUNTY: Baker, Wallowa

NAME OF JOB: District 13 Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Oakridge Sand and Gravel

CONTRACT NUMBER: 9763

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 17, 1984

DATE WORK STARTED: May 14, 1984

ESTIMATED COMPLETION DATE: August 31, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 62

WORK DAYS USED

CALENDAR DAYS USED 76

SPECIFIED COMPLETION DATE: July 15, 1984

PERCENT OF TIME ELAPSED: 123

PROJECT AUTHORIZATION: $ 461,670.33

EXCLUSIVE OF ENGINEERING: $ 425,062.11

ENGINEERING AUTHORIZATION $ 36,608.22

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 78

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 425,062.11

ENGINEERING COST TO DATE $ 11,658.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 80

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION 32 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					65		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0		
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			43,900		
TOTAL QUANTITIES CORRECTED TO DATE			43,900		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			35,900		
AVERAGE DAILY QUANTITIES			486		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			1,333		
NUMBER OF SHIFTS PER DAY			2		
HOURS PER SHIFT			10		

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair, hot			
TUESDAY	Fair, hot			
WEDNESDAY	Fair, hot			
THURSDAY	Cloudy, showers			
FRIDAY	Fair, hot			
SATURDAY				

RECEIVED
AUG 20 1984
CONSTRUCTION SECTION
CE ---- CAE ---- LS ---- TC ----
COE ---- CM ---- SA ---- CC ----
CA ---- FE ----
CAM ---- MA ----
CP ---- QCS ----
LEO ---- FILE ----

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Crushing at Sumpter
TUESDAY	Crushing at Sumpter
WEDNESDAY	Crushing at Sumpter
THURSDAY	Crushing at Sumpter
FRIDAY	Crusher broke down, won't be running again until Saturday night.
SATURDAY	

REMARKS

SIGNED C K Ansell LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9 11-3

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST

12-14-83

SEE INSTRUCTIONS ON REVERSE

SECTION ~~District 13 Rock Production/Surface Preservation~~ RUCKLES CR. ROCK PRODUCTION, COMB-3B			KEY ID # 02289 REGION 5
STATE HIGHWAY # 12	HIGHWAY NAME ~~Various (see project justification)~~ BAKER-COPPERFIELD	MILE POST FROM 14.0 TO	LENGTH n/a
☐ URBAN ☒ RURAL	CITY —	COUNTY BAKER	ROAD/STREET NAME —
ROUTE # 86	FEDERAL AID # n/a	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 0	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	
ROADWAY	$		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	
TEMPORARY PROTECTION	$		Rock Production	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Rock Production	$ 395.5		ENVIRONMENTAL CLASS (1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS (S,C,A)	
10% ~~XX%~~ ENGINEERING & CONTINGENCIES	$ 39.5		DESIGN CATEGORY (1-7)	n/a	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 435	WORK TYPE (1-12)	12	☒ CONTRACT	☐ OTHER
TOTAL ESTIMATE		$ ~~435~~ 130			☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Roadway surface on sections of Lewiston-Enterprise, Baker-Copperfield, and Whitney Highways are in need of immediate attention. Rock inventories necessary for repair are depleted.

PROPOSED SOLUTION

Replenish oiling rock inventories so proper surface maintenance may be accomplished.

REQUESTED, REGION ENGINEER X	DATE 12/14/83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING

......Versteeg ....
......Anderson ....
......Adams ....
......Macnab ....
2 ......Staudenmayer ....
......Terpin ....
3 ......Trout ....
......Wakerlig ....

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02289

SECTION
District 13 Rock Production/Surface Preservation

REGION
5

PROJECT JUSTIFICATION

Roadway surfaces of various District 13 highways are rapidly deteriorating and immediate action is necessary to protect our investment. Inventories of oiling aggregate in these areas are depleted.

Rock productions are necessary at the following locations:

Route	Highway	County	Section Name	M.P.
3	Lewiston-Enterprise	Wallowa	Enterprise Rock Production (11,000 c.y.)	38.9
86	Baker-Copperfield	Baker	Ruckles Cr.Rock Production (12,400 c.y.)	14.0
7	Whitney	Baker	Deer Cr. Rock Production (20,000 c.y.)	30.9

It is recommended these projects be offered as one contract in order to attract qualified contractors who will be able to meet the requested completion date of May 15, 1984. We must have the aggregate available by this time in order to proceed with sealing/oil mat projects in the summer of 1984.

Financing of the project is shown below in $1,000:

Est. Cost	Less Current Maint.Budget	Amount charged to $20 Million Surface Preservation
$435	$120	$315

This project is consistent with the Division's goal of preserving the existing highway system.

Note: Part 4 not included. Plans and specifications are to be developed by the Maintenance Engineer.
Prefix 43-4415-190

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

BAKER Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Ruckles Creek Rock Production, Comb-3B
Hwy #12 Baker - Copperfield

REGION 5

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 001-8333

DATE 2-1-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 3,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY Ronald T. Noble	DATE 2-1-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9763

N.

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

12-14-83

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02292

SECTION ~~District 13 Rock Production/Surface Preservation~~ DEER CR. ROCK PRODUCTION, COMB-3B			REGION 5
STATE HIGHWAY # 71	HIGHWAY NAME ~~Various (see project justification)~~ WHITNEY	MILE POST FROM 30.9 TO	LENGTH n/a
☐ URBAN ☒ RURAL	CITY –	COUNTY BAKER	ROAD/STREET NAME -
ROUTE # 7	FEDERAL AID # n/a	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 0	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	
ROADWAY	$		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	
TEMPORARY PROTECTION	$		Rock Production	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Rock Production	$ 395.5		ENVIRONMENTAL CLASS (1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS (S,C,A)	
10% ENGINEERING & CONTINGENCIES	$ 39.5		DESIGN CATEGORY (1-7)	n/a	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 435	WORK TYPE (1-12)	12	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ ~~435~~ 200				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Roadway surface on sections of Lewiston-Enterprise, Baker-Copperfield, and Whitney Highways are in need of immediate attention. Rock inventories necessary for repair are depleted.

1 Versteeg
Anderson
Adams
Macnab
2 Stoudenmeyer
Turpin
3 Trout
[illegible]

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PROPOSED SOLUTION

Replenish oiling rock inventories [illegible] proper surface maintenance may be accomplished.

REQUESTED, REGION ENGINEER X	DATE 12/14/83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02292

SECTION District 13 Rock Production/Surface Preservation

REGION 5

PROJECT JUSTIFICATION

Roadway surfaces of various District 13 highways are rapidly deteriorating and immediate action is necessary to protect our investment. Inventories of oiling aggregate in these areas are depleted.

Rock productions are necessary at the following locations:

Route	Highway	County	Section Name	M.P.
3	Lewiston-Enterprise	Wallowa	Enterprise Rock Production (11,000 c.y.)	38.9
86	Baker-Copperfield	Baker	Ruckles Cr.Rock Production (12,400 c.y.)	14.0
7	Whitney	Baker	Deer Cr. Rock Production (20,000 c.y.)	30.9

It is recommended these projects be offered as one contract in order to attract qualified contractors who will be able to meet the requested completion date of May 15, 1984. We must have the aggregate available by this time in order to proceed with sealing/oil mat projects in the summer of 1984.

Financing of the project is shown below in $1,000:

Est. Cost	Less Current Maint.Budget	Amount charged to $20 Million Surface Preservation
$435	$120	$315

This project is consistent with the Division's goal of preserving the existing highway system.

Note: Part 4 not included. Plans and specifications are to be developed by the Maintenance Engineer.
Prefix 43-4415-190

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

BAKER CO.

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
REGION	5

SECTION: Deer Creek Rock Production, Comb.-3B
~~Hwy #71 Whitney~~

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	001- 8334	2-1-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 3,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY Ronald T. Noble	DATE 2-1-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/3/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED/ LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

? 1 E 3

N

PROJ. .T PROSPECTUS
PART 1 — PROJECT REQUEST

12-14-83

SEE INSTRUCTIONS ON REVERSE

SECTION ~~District 13 Rock Production/Surface Preservation~~ ENTERPRISE ROCK PRODUCTION, COMB - 3B			KEY ID # 02286 REGION 5
STATE HIGHWAY # 11	HIGHWAY NAME ~~Various (see project justification)~~ ENTERPRISE - LEWISTON	MILE POST FROM 38.9 TO	LENGTH n/a
☐ URBAN ☒ RURAL	CITY -	COUNTY WALLOWA	ROAD/STREET NAME -
ROUTE # 3	FEDERAL AID # n/a	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 0	GRADING	(✓)		FILES (#)	
RIGHT OF WAY		$	PAVING	(✓)		ACRES (#)	
ROADWAY	$		STRUCTURES	(✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	
TEMPORARY PROTECTION	$		Rock Production		X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Rock Production	$ 395.5		ENVIRONMENTAL CLASS	(1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS (S,C,A)	
10% ~~XXX~~ ENGINEERING & CONTINGENCIES	$ 39.5		DESIGN CATEGORY	(1-7)	n/a	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 435	WORK TYPE	(1-12)	12	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ ~~435~~ 110					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Roadway surface on sections of Lewiston-Enterprise, Baker-Copperfield, and Whitney Highways are in need of immediate attention. Rock inventories necessary for repair are depleted.

PROPOSED SOLUTION

Replenish oiling rock inventories so proper surface maintenance may be accomplished.

REQUESTED, REGION ENGINEER X	DATE 12/14/83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP COMM APPROVAL DATE

PROGRAM YEAR

FUNDING

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
(lly) Asst to Bud.
(lly) [illegible]
2 Edwards
3 [illegible]
[illegible]
(lly) [illegible]

Do Not File ☐
Return to
Bring Up ----/----/----
Action

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION District 13 Rock Production/Surface Preservation	KEY ID # 02286
	REGION 5

PROJECT JUSTIFICATION

Roadway surfaces of various District 13 highways are rapidly deteriorating and immediate action is necessary to protect our investment. Inventories of oiling aggregate in these areas are depleted.

Rock productions are necessary at the following locations:

Route	Highway	County	Section Name	M.P.
3	Lewiston-Enterprise	Wallowa	Enterprise Rock Production (11,000 c.y.)	38.9
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7	Whitney	Baker	Deer Cr. Rock Production (20,000 c.y.)	30.9

It is recommended these projects be offered as one contract in order to attract qualified contractors who will be able to meet the requested completion date of May 15, 1984. We must have the aggregate available by this time in order to proceed with sealing/oil mat projects in the summer of 1984.

Financing of the project is shown below in $1,000:

Est. Cost	Less Current Maint.Budget	Amount charged to $20 Million Surface Preservation
$435	$120	$315

This project is consistent with the Division's goal of preserving the existing highway system.

Note: Part 4 not included. Plans and specifications are to be developed by the Maintenance Engineer.
Prefix 43-4415-190

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

WALLOWA Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

REGION
5

SECTION
Enterprise Rock Production, Comb-3B
Hwy #11 Enterprise - Lewiston

SURVEY AUTHORITY

AUTHORIZATION NO.
1

PREFIX
32-8311

DATE
2-1-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 3,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY Ronald T. Noble	DATE 2-1-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/3/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

1984 District 9 Rock Production 9764
on the John Day and Heppner Hwys

9764

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: October 2, 1984

William E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9764, On Site Work Substantially Completed June 16, 1984

All Work Completed September 7, 1984

Project District 9 Rock Production

Highway John Day & Heppner

County Gilliam and Morrow

Type of Work Rock Production

Contractor Morse Bros., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

October 11, 1984 - Letter written to surety.

noted
RWGormsen

Contains Recycled Materials

OREGON STATE HIGHWAY DIVISION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: District 9 Rock Production
WEEK ENDING: September 1, 1984
SECTION PREFIX: 11-0318
HIGHWAY: John Day & Heppner
COUNTY: Gilliam & Morrow
NAME OF JOB: District 9 Rock Production
KIND OF WORK: Rock Production
CONTRACTOR: Morse Bros., Inc.
CONTRACT NUMBER: 9764
FED. AID PRO. NO.: State
DATE OF CONTRACT: March 16,1984
DATE WORK STARTED: March 16, 1984
ESTIMATED COMPLETION DATE: a)____ b)____
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:____
WORK DAYS USED:____
SPECIFIED CALENDAR DAYS: a)77 b)107
CALENDAR DAYS USED: 93
SPECIFIED COMPLETION DATE: a) 5/31/84 b) 6/30/84
PERCENT OF TIME ELAPSED: a) 115.6 b) 86.9
PROJECT AUTHORIZATION: $218,028.96
EXCLUSIVE OF ENGINEERING: $200,740.32
ENGINEERING AUTHORIZATION: $17,288.64
% OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EST. COST OF COMPLETED PROJ. EXCLUSIVE OF ENGR.: $249,696.00
ENGINEERING COST TO DATE: $21,593.27
% OF CONTRACT COMPLETED BASED ON TOTAL AUTHOR.: 121
ESTIMATED PERCENTAGE OVERRUN: 22.5 %
PERCENT OF AUTHORIZATION: 124.9 %
DATE PROJECT WAS COMPLETED: a) 06/09/84 b) 06/16/84

ESTIMATED PERCENT COMPLETE (ROADWAY)

						P. A. #1(A)	
STPL. SITE A	STPL. SITE B	STPL. SITE C	STPL. SITE D	STPL. SITE E	STPL. SITE F	STPL. SITE B	
100	100	100	100	100	100	100	

				P. A. #1(A)	
	3/4 - 1/2	1/2 - #10	1/4 - #10	1-1/2" - 0	
MILES IN PROJECT:					
MILES PARTIALLY COMPLETED:					
MILES COMPLETED:					
TOTAL ESTIMATED QUANTITIES (CONTRACT):	6,300 CY	23,500 CY	6,700 CY	6,000 CY	
TOTAL QUANTITIES CORRECTED TO DATE:	6,300 CY	23,500 CY	8,700 CY	6,000 CY	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE:	6,300 CY	23,500 CY	8,700 CY	6,000 CY	
AVERAGE DAILY QUANTITIES:					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME:					
NUMBER OF SHIFTS PER DAY:					
HOURS PER SHIFT:					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.:										
PERCENT:										

DAY & DATE	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	Sunny - Warm	0		
MONDAY 27	Sunny - Warm	0		
TUESDAY 28	Sunny - Warm	0		
WEDNESDAY 29	Sunny - Warm	0		
THURSDAY 30	Sunny - Warm	0		
FRIDAY 24	Sunny - Warm	0		
SATURDAY 25	Sunny - Warm	0		

RECEIVED
SEP 4 1984
CONSTRUCTION SECTION
CE.... CG.... LS.... TC....
COE 77 CM.... SA.... CC....
CA.... FE....
CAM.... MA....
CP.... OCS....
LEO.... FILE....

DISTRICT 9 ROCK PRODUCTION
GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	26	No work.
MONDAY	27	No work.
TUESDAY	28	No work.
WEDNESDAY	29	No work.
THURSDAY	30	No work.
FRIDAY	24	No work.
SATURDAY	25	No work.

REMARKS

This week: The office is completed with the semi-final data. This is the final weekly report.

Next week:

SIGNED W. Reid Meritt LOCATION The Dalles
W. Reid Meritt, Project Manager

CONSTRUCTION, 3; W/BRIDGES, 4; REGION 4; FILE

1724

DATE: July 23, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
District 9 Rock Production Section
John Day & Heppner Highways, Gilliam & Morrow Counties
Contract No. 9764

This state financed rock production project was recently completed and it is now apparent that the final cost will exceed the project authorization by $68,800 or 31.6 percent.

The major portion of the overrun is for additional material produced and purchased for a grading and surfacing project on Main Street in Condon. That project is scheduled for the 1985 construction season. Because of the lack of aggregate sources in the area, this action will save considerably on the cost of the future contract. Purchase of this material added $49,600 to the cost of the project.

An additional amount of 1/4 inch-#10 material was purchased for use in maintenance operations in the area, adding approximately $10,000 to the cost of the project.

Construction engineering charges overran proportionately to cover the cost of the inspection and monitoring of the additional material production.

There are sufficient funds available in the categopry of work. No federal participation is involved.

I recommend that the authorization be increased by $68,800 to a new total of $286,828.26. This matter will be on the consent calendar for the July 31 meeting.

HHP:mk sl

bc Fred D. Miller V. E. Skoog
R. W. Gormsen Dale Allen
C. O. Fredrickson George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: July1[illegible], 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
District 9 Rock Production Section
John Day & Heppner Highways, Gilliam & Morrow Counties
Contract No. 9764

This state financed rock production project was recently completed and it is now apparent that the final cost will exceed the project authorization by $68,000.00 or 31.6 percent.

The major portion of the overrun is for additional material produced and purchased for a grading and surfacing project on Main St. in Condon. That project is scheduled for the 1985 construction season. Because of the lack of aggregate sources in the area, this action will save considerably on the cost of the future contract. Purchase of this material added $49,600 to the cost of the project.

An additional amount of 1/4"-#10 material was purchased for use in maintenance operations in the area, adding approximately $10,000 to the cost of the project.

Construction engineering charges overran proportionately to cover the cost of inspection and monitoring of the additional material production.

There are sufficient funds available in the category of work. No federal participation is involved.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $68,800.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Dale Allen
Reid Meritt
B. M. Walton
Wayne Cobine

Contains Recycled Materials

1984 District 12 Rock Production 9765
located on the John Day, Wasco-
Heppner, and Athena-Holdman Hwys.

May 23, 1985

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 3
#9765

Gentlemen or Ladies:

On May 15, 1985, we wrote to you concerning release of final payment on Contract No. 9765 awarded to Morse Bros., Inc. for the District 12 Rock Production Project on the John Day, Wasco-Heppner and Athena-Holdman Highways in Grant, Morrow and Umatilla Counties.

Final payment on this contract is $1,000.00 and the total contract amount is $332,343.74. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355
bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9765.

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: May 9, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9765, On Site Work Substantially Completed December 31, 1984

All Work Completed January 4, 1985

Project District 12 Rock Production

Highway John Day, Wasco-Heppner & Athena-Holdman

County Grant, Morrow & Umatilla

Type of Work Rock Production

Contractor Morse Bros., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

May 15, 1985 - Surety letter written.

noted

RECEIVED
MAY 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

Contains Recycled Materials

CL 1985-0088

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 9 1985
BARBARA ROBERTS
SECRETARY OF STATE

May 8, 1985

Miller, Nash, Wiener, Hager & Carlsen
Attorneys and Counselors at Law
111 SW Fifth Avenue
Portland, OR 97204-3699

IN REPLY REFER TO FILE NO.:
CON 5
#9765

Attention: Louis G. Henry

Gentlemen or Ladies:

This will acknowledge your letter of April 18, 1985, with attached claim from Schetky Equipment Company concerning the following Highway Division contract:

FILED BY:	Schetky Equipment Company
AMOUNT:	$1,496.49
FOR:	Labor and material
AGAINST (Prime contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	Kelly McFarlane
CONTRACT NO.:	9765
PROJECT:	District 12 Rock Production Project, Grant, Morrow and Umatilla Counties
SURETY:	Safeco Insurance Co. of America
AGENT:	Mitchel R. Gordon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
5-10-85 kjm

RECEIVED
MAY 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please advise this office when your client's claim has been paid. No postal card was enclosed in your letter for the filing information.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
MAY 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MILLER, NASH, WIENER, HAGER & CARLSEN
ATTORNEYS AND COUNSELORS AT LAW
111 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3699

ROBERT S. MILLER
FRANK E. NASH
NORMAN J. WIENER
ORVAL O. HAGER
CLIFFORD N. CARLSEN, JR.
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DeCHAINE
R. ALAN WIGHT
DAVID W. MORTHLAND
DOUGLAS M. RAGEN
J. FRANKLIN CABLE
RICHARD A. EDWARDS
DAVID M. MUNRO

JOHN R. BAKKENSEN
LOUIS B. LIVINGSTON
G. TODD NORVELL
PETER C. RICHTER
DONALD A. BURNS
RICHARD A. CANADAY
RICHARD A. CANTLIN
M. CHRISTIE HELMER
GRAHAM M. HICKS
DAVID C. CULPEPPER
JAMES N. WESTWOOD
J. BARRETT MARKS
DENNIS P. RAWLINSON
DONNA M. CAMERON
JOHN J. DEMOTT
BRUCE A. RUBIN
THOMAS C. SAND
MICHAEL E. ARTHUR
JOHN A. LUSKY
STEVEN O. ROSEN
KEVIN D. PADRICK

TELEPHONE (503) 224-5858

TELEX 364462 KINGMAR PTL

COUNSEL
JOHN W. OSBURN
JOHN D. BURNS

OF COUNSEL
GRANT T. ANDERSON

EVERETT R. MORELAND
JOHN F. NEUPERT
MARY ANN FRANTZ
DONALD P. BOURGEOIS
BRIAN B. DOHERTY
JEFFREY J. DRUCKMAN
JEFFREY C. THEDE
JOHN F. PURCELL
RECE BLY
DAVID W. BROWN
JEFFREY B. MILLNER
D. CRAIG MIKKELSEN
P. CONOVER MICKIEWICZ
JONATHON L. GOODLING
DAVID W. HERCHER
LOUIS G. HENRY
VALERIE VETTERICK
KURT A. KRIEGER
JAMES F. DULCICH

WILLIAM H. WALTERS
MARK A. ANDERSON
MELINDA S. EDEN
GREGORY A. CHAIMOV
MARGARET FIORINO
LINDA L. MARSHALL
W. WELLS TALMADGE
JEFFREY D. AUSTIN
ERICH W. MERRILL, JR.
REBECCA S. WILSON
SYBIL R. BARRIER
DAVID M. GROGAN
C. EDWARD FLETCHER, II
MAUREEN R. SLOANE
HARRY U. BROD
GENE D. KENNEDY
PAUL BLAYLOCK
KATHRYN D. FEWELL*

* WASHINGTON BAR ONLY

April 18, 1985

State of Oregon
Highway Division
Room 121, Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert Gormsen

Subject: Schetky Equipment Companies' notice of claim in connection with Oregon State Highway Division's District 12 rock production project (Contract no. 9765)

Dear Sir:

Enclosed for filing with the State of Oregon, Highway Division, pursuant to ORS 279.528(1) is Schetky Equipment Company's notice of claim against the general contractor's bond in connection with the subject project. Please let us know the date the notice of claim is filed by inserting that information on the enclosed postcard and mailing the postcard.

no card enclosed

Very truly yours,

Louis G. Henry

Louis G. Henry

cc: Secretary of State
Morse Bros., Inc.
Mr. Kelly McFarlane
Safeco Insurance Company of America

RECEIVED
APR 22 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

To: State of Oregon, Highway Division

Notice is hereby given, pursuant to Section 279.526 of the Oregon Revised Statutes, that the undersigned, Schetky Equipment Company, has a claim in the amount of $1,496.49 for labor performed and materials furnished to Kelly McFarlane, a subcontractor on the project referred to below, in connection with the repair of the screen of Mr. McFarlane's portable rock-crushing plant which was used on the job site described below, against the bond taken from Morse Bros., Inc., as principal, and Safeco Insurance Company of America, as surety, for the Oregon State Highway Department's District 12 rock production project, Oregon State Highway Department Contract No. 9765.

Dated this 18 day of April, 1985.

SCHETKY EQUIPMENT COMPANY

By:
Title: Pres.

9   1

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION District 12 Rock Production	WEEK ENDING December 15,1984
		SECTION PREFIX 12-8342
	HIGHWAY Athena-Holdman, Wasco-Heppner, John Day	COUNTY Umatilla, Morrow, Grant
NAME OF JOB District 12 Rock Production	KIND OF WORK Rock Production	
CONTRACTOR Morse Brothers Construction	CONTRACT NUMBER 9765	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT March 16, 1984	DATE WORK STARTED 7-9-84	ESTIMATED COMPLETION DATE Jan. 7, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 344,744.90	SPECIFIED COMPLETION DATE 7-15-84	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 302,940.00	ENGINEERING AUTHORIZATION $ 27,336.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 94%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 318,810.00	ENGINEERING COST TO DATE $ 15,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96%
ESTIMATED PERCENT: OVERRUN UNDERRUN +52 %	PERCENT OF AUTHORIZATION 57.5 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Rock Production		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			54,000		
TOTAL QUANTITIES CORRECTED TO DATE			54074		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Crusher with two cones, 2 shaker decks.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	1		
MONDAY	Clear	1		
TUESDAY	Overcast	1		
WEDNESDAY	Snow	1		
THURSDAY	Clear	1		
FRIDAY	Overcast	1		
SATURDAY	Overcast	1		

CE E CAE .... RECEIVED LS...... TC......
COE.... OM.... SA...... CC......
OE .... DEC 17 1984 PE...... CP......
CA.............. POC..............
CAM .... CONSTRUCTION OCS..............
SEO.............. SECTION FILE..............

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Crusher ran part of day.
MONDAY	Rock was wet. Unable to crush and meet cleanliness test.
TUESDAY	Rained part of the day.
WEDNESDAY	Oil leak in the crusher cone, contractor down.
THURSDAY	Crusher started up in the afternoon crushing 3/8-10
FRIDAY	Crusher was working part of the day.
SATURDAY	Crusher producing 3/8-10.

REMARKS

SIGNED Walter R. S. LOCATION Pendleton
for H.W. Oswald

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9715

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1984

In Reply Refer to
File No.:
DES 16

Department of Geology and
Mineral Industries
1129 S.E. Santiam Road
Albany, OR 97321

Attention: Paul Lawson

NOTED
H. S. COULTER

IDENTIFICATION NO. 12-0058
District 12 Rock Production Project
Material Source at M.P. 106
John Day Highway
Grant County

Before me is a copy of a letter dated February 14, 1984, from your Mr. E. Frank Schnitzer to our Gordon Cochran.

Apparently Mr. Schnitzer was unaware of our request for a new Operating Permit at this site. There may still be some minor differences to work out with this application for a new permit. Some of these requests do seem a bit unusual.

He requested "written justification" for the expansion of the permanent stockpile site adjacent to this material source. We are not sure how an expansion affects our responsibility for the mining and reclaim of this material source. Any work we would do in expanding the site would be to make the area more suitable for the storage of maintenance material. Such work would be on-site construction.

As a Mined Land Reclamationist for the State of Oregon, Mr. Schnitzer requested the same performance standards and quality workmanship exhibited along the State Highway System be implemented in the development and rehabilitation of OSHD rock sources in Region 5. Our work in rock sources is controlled by the same specifications as our roadwork throughout the State.

In closing, we wonder whether Mr. Schnitzer's opinion "as a concerned citizen" should augment his responsibilities to administer Oregon's Mined Land Reclamation Program.

J. H. Versteeg
Road Design Engineer

By

Donald L. Trout
Final Project Coordinator

cc: Donald A. Hull
State Geologist

bc: H. S. Coulter
E. S. Hunter
W. E. Schwartz
R. D. Hector

RECEIVED
STATE HWY ENGR
FEB 22 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

F

STATE OF OREGON 1859

Department of Geology and Mineral Industries
1129 S.E. SANTIAM ROAD, ALBANY, OREGON 97321 PHONE (503) 967-2[illegible]9

February 14, 1984

RECEIVED
FEB 21 1984
ROAD DESIGN SECTION

Edwards

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Gordon Cochran
Oregon State Highway Division
P. O. Box 850
La Grande, OR 97850

RE: Our I.D. #12-0058

Dear Gordon:

This letter is presented as a follow up to our January 25, 1984 meeting at the rock quarry 1-1/2 miles southeast of Kimberly on Highway 19. OSHD has requested that this site be reopened.

Prior to any earth moving activities, DOGAMI requests the submission of a finalized operational and reclamational plan of a usable scale. Approval by DOGAMI is necessary prior to any activities. The concern, as expressed in our meeting, is the topsoil salvage at the crusher site and the new stockpile area.

Due to the lack of overburden handling and the size and frequency of the crushing contracts that occur at this site, DOGAMI considers the existing permanent stockpile area sufficient for this operation. We do not object to the relocation of the permanent stockpile site to enhance efficiency in handling the crushed rock. We do object to the expansion of the permanent stockpile site if the scope of the activities on-site do not warrant such expansion. We would also object if the expansion is purported to be necessary solely to circumvent reclamation of the existing stockpile site.

Please provide written justification that the permanent stockpile site expansion is necessary for the mining operation. The site will be monitored to determine if the entire stockpile site is utilized.

Irregardless of the fact that the new stockpile area may be reclaimed to a permanent stockpile use for OSHD operations, the topsoil should be salvaged in this area. A minimum of 1' should be retained. It can be utilized to meet revegetation requirements for other areas on site. This would include reclamation of the proposed hot asphalt plant site.

F

Department of Geology and Mineral Industries
1129 S.E. SANTIAM ROAD, ALBANY, OREGON 97321 PHONE (503) 967-2039

In the event it is determined that part of the existing stockpile site will not be necessary for continued operations on-site, the salvaged topsoil should be respread onto that portion of the existing stockpile site. If this occurs, DOGAMI requests that a minimum of 1' of topsoil be stripped from the new stockpile area and immediately be respread onto the old stockpile area. The direct reapplication of salvaged topsoil can dramatically improve revegetation success, due to the presence of viable native seed. Direct seeding may not be necessary. The old stockpile area should be decompacted by ripping or discing. This will allow the respread topsoil to be "keyed" into the overburden and crushed rock. This will significantly improve topsoil stability. A mixture of Big Sherman Bluegrass and Siberian wheatgrass is recommended at 15 lbs/acre each. These species are more drought tolerant than crested wheat. Seed sources can be provided upon request. If the topsoil is immediately respread the seeding should be delayed to monitor the natural revegetation success.

The exemplary work performed by OSHD and its' contractors on the cut and fill slopes along the state highway system is commended. As a Mined Land Reclamationist for the state of Oregon, I request that the same performance standards and quality workmanship exhibited along the state highway system be implemented in the development and rehabilitation of OSHD rock sources in Region 5.

After a one year purview of the state highway rock sources in Region 5, the thin veneer of topsoil which covers many of these sites appears to be only a nuisance to OSHD and its' contractors. Please realize that it takes many decades or even hundreds of years for the topsoil to form from rock and sediments. The inherent fertility level of this topsoil cannot be ignored. In my opinion, as a concerned citizen and a reclamationist, it is OSHD's responsibility as much as it is mine to see that the state's natural resources are protected as much as possible.

F

Thank you for your cooperation. Please call if you wish to discuss this further.

Sincerely,

E. Frank Schnitzer

E. Frank Schnitzer
Field Representative
Mined Land Reclamation

EFS/bjd

FILE N

PROJ CT PROSPECTUS
PART 1 — PROJECT REQUEST

12-14-83

SEE INSTRUCTIONS ON REVERSE

SECTION ~~District 12 Rock Production/Surface Preservation~~ GERKING CR. ROCK PRODUCTION, COMB-3A				KEY ID # 02291 REGION 5
STATE HIGHWAY # 334	HIGHWAY NAME ~~Various (see project justification)~~ ATHENA — HOLDMAN		MILE POST FROM 14.4 TO	LENGTH n/a
☐ URBAN ☒ RURAL	CITY -	COUNTY UMATILLA	ROAD/STREET NAME -	
ROUTE #	FEDERAL AID # n/a	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 0	GRADING (✓)		FILES (#)	
RIGHT OF WAY	$ 0	PAVING (✓)		ACRES (#)	
ROADWAY	$	STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$	SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	
TEMPORARY PROTECTION	$	Rock Production	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Rock Production	$ 429	ENVIRONMENTAL CLASS (1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS (S,C,A)	
10% ~~XXX~~ ENGINEERING & CONTINGENCIES	$ 43	DESIGN CATEGORY (1-7)	n/a	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 472	WORK TYPE (1-12)	12	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ ~~472~~ 110				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)	n/a	
SIGNALS (#)	n/a	
BIKE PATH (Y/N)	n/a	
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Roadway surface on sections of John Day, Wasco-Heppner, and Athena-Holdman highways are in need of immediate attention. Rock inventories are depleted.

PROPOSED SOLUTION

Replenish oiling rock inventories so proper surface maintenance may be accomplished.

REQUESTED REGION ENGINEER X	DATE 12/14/83
APPROVED. ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION X	DATE
TRANSP. COMM. APPROVAL DATE	FUNDING

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Anderson
Adams
Turpin
Do Not File ☐
Return To
Bring Up
Action

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION District 12 Rock Production/Surface Preservation	KEY ID # 02291
	REGION 5

PROJECT JUSTIFICATION

Roadway surfaces of various highways in District 12 are rapidly deteriorating and are in need of immediate attention. Inventories of oiling aggregate in these areas are depleted.

Rock production projects are necessary at the following locations:

Route	Highway	County	Section Name	M.P.
19	John Day	Grant	Kimberly Rock Production (25,000 c.y.)	106.0
206	Wasco-Heppner	Morrow	Ruggs Rock Production (15,000 c.y.)	75.7
	Athena-Holdman	Umatilla	Gerking Cr. Rock Production (14,000 c.y.)	14.4

It is recommended the above projects be offered as one contract in order to attract contractors who will be able to meet the requested completion date of May 15, 1984. We must have the aggregate available in order to proceed with sealing/oil mat projects in the summer of 1984.

Financing of the project is shown below in $1,000:

Est.Cost	Less Current Maint.Budget	Amount changed to $20 Million Surface Preservation
$472	$165	$307

This project is consistent with the Division's goal of preserving and maintaining the existing highway system.

Note: Part 4 not included. Plans and specifications are to be developed by the Maintenance Engineer.
Prefix 43-4414-190

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

UMATILLA Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION	Gerking Creek Rock Production, Comb-3A Hwy # 334 Athena - Holdman
REGION	5

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
1	30-8347	2-1-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 3,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY Ronald T. Noble	DATE 2-1-84	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/3/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

7765 [illegible] 300

PROJ. :T PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02288

SECTION RUGGS ROCK PRODUCTION, COMB-34 ~~District 12 Rock Production/Surface Preservation~~

REGION 5

STATE HIGHWAY #	HIGHWAY NAME WASCO - HEPPNER ~~Various (see project justification)~~	MILE POST FROM 75.7 TO	LENGTH n/a
☐ URBAN ☒ RURAL	CITY –	COUNTY MORROW	ROAD/STREET NAME –
ROUTE # 206	FEDERAL AID # n/a	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 0	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$ 0	PAVING (✓)		ACRES (#)	
ROADWAY	$		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	
TEMPORARY PROTECTION	$		Rock Production	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Rock Production	$ 429		ENVIRONMENTAL CLASS (1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS (S,C,A)	
10% ENGINEERING & CONTINGENCIES	$ 43		DESIGN CATEGORY (1-7)	n/a	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 472	WORK TYPE (1-12)	12	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ ~~472~~ 130				

FINANCING/ PROGRAMMING RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)	n/a	
SIGNALS (#)	n/a	
BIKE PATH (Y/N)	n/a	
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Roadway surface on sections of John Day, Wasco-Heppner, and Athena-Holdman highways are in need of immediate attention. Rock inventories are depleted.

PROPOSED SOLUTION

Replenish oiling rock inventories so proper surface maintenance may be accomplished.

REQUESTED REGION ENGINEER X	DATE 12/12/83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE
TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

1 Versteeg
Anderson
Adams
Macnab
2 Stoudenmeyer E
3 Trout
Wilkins
Do Not File ☐
Return To
Action

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02288

SECTION
District 12 Rock Production/Surface Preservation

REGION 5

PROJECT JUSTIFICATION

Roadway surfaces of various highways in District 12 are rapidly deteriorating and are in need of immediate attention. Inventories of oiling aggregate in these areas are depleted.

Rock production projects are necessary at the following locations:

Route	Highway	County	Section Name	M.P.
19	John Day	Grant	Kimberly Rock Production (25,000 c.y.)	106.0
206	Wasco-Heppner	Morrow	Ruggs Rock Production (15,000 c.y.)	75.7
	Athena-Holdman	Umatilla	Gerking Cr. Rock Production (14,000 c.y.)	14.4

It is recommended the above projects be offered as one contract in order to attract contractors who will be able to meet the requested completion date of May 15, 1984. We must have the aggregate available in order to proceed with sealing/oil mat projects in the summer of 1984.

Financing of the project is shown below in $1,000:

Est.Cost	Less Current Maint.Budget	Amount changed to $20 Million Surface Preservation
$472	$165	$307

This project is consistent with the Division's goal of preserving and maintaining the existing highway system.

Note: Part 4 not included. Plans and specifications are to be developed by the Maintenance Engineer.
Prefix 43-4414-190

ADMINISTRATION RECOMMENDATION

PROJE\ PROSPECTUS
PART 4 — SURVEY AUTHORITY

MORROW Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Ruggs Rock Production, Comb-3A
Hwy # 300 Wasco - Heppner

REGION 5

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 25-8318	DATE 2-1-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$	$ 3,200

RIGHT-OF-WAY PREFIX

PREVIOUS AUTHORIZATION $

FEDERAL AID PROJECT NUMBER

ADD. AUTH. REQUIRED $

LOCATION ENGINEER'S REMARKS

PREPARED BY Ronald T. Noble	DATE 2-1-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/3/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9765

12/11/83 N

PROJL_T PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # [redacted] 02285

SECTION KIMBERLY ROCK PRODUCTION, COMB-3A ~~District 12 Rock Production/Surface Preservation~~

REGION 5

STATE HIGHWAY # 5

HIGHWAY NAME JOHN DAY ~~Various (see project justification)~~

MILE POST FROM 106.0 TO

LENGTH n/a

☐ URBAN
☒ RURAL

CITY -

COUNTY GRANT

ROAD/STREET NAME -

ROUTE # 19

FEDERAL AID # n/a

APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 0	GRADING	(✓)		FILES	(#)	
RIGHT OF WAY		$ 0	PAVING	(✓)		ACRES	(#)	
ROADWAY	$		STRUCTURES	(✓)		RELOCATIONS	(#)	
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	
TEMPORARY PROTECTION	$		Rock Production		X	RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
Rock Production	$ 429		ENVIRONMENTAL CLASS	(1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
10% ENGINEERING & CONTINGENCIES	$ 43		DESIGN CATEGORY	(1-7)	n/a	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 472	WORK TYPE	(1-12)	12	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$ ~~472~~ 230						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)	n/a	
SIGNALS (#)	n/a	
BIKE PATH (Y/N)	n/a	
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Roadway surface on sections of John Day, Wasco-Heppner, and Athena-Holdman highways are in need of immediate attention. / Rock inventories are depleted.

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Anderson
Adams
Macnab
2 Stoudenmeyer
Terpin
3 Trout
Wabetig

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PROPOSED SOLUTION

Replenish oiling rock inventories so proper surface maintenance may be accomplished.

REQUESTED, REGION ENGINEER X Duncan Lumbert DATE 12/12/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS X DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X DATE

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02285

SECTION
District 12 Rock Production/Surface Preservation

REGION 5

PROJECT JUSTIFICATION

Roadway surfaces of various highways in District 12 are rapidly deteriorating and are in need of immediate attention. Inventories of oiling aggregate in these areas are depleted.

Rock production projects are necessary at the following locations:

Route	Highway	County	Section Name	M.P.
19	John Day	Grant	Kimberly Rock Production (25,000 c.y.)	106.0
206	Wasco-Heppner	Morrow	Ruggs Rock Production (15,000 c.y.)	75.7
	Athena-Holdman	Umatilla	Gerking Cr. Rock Production (14,000 c.y.)	14.4

It is recommended the above projects be offered as one contract in order to attract contractors who will be able to meet the requested completion date of May 15, 1984. We must have the aggregate available in order to proceed with sealing/oil mat projects in the summer of 1984.

Financing of the project is shown below in $1,000:

Est.Cost	Less Current Maint.Budget	Amount changed to $20 Million Surface Preservation
$472	$165	$307

This project is consistent with the Division's goal of preserving and maintaining the existing highway system.

Note: Part 4 not included. Plans and specifications are to be developed by the
Maintenance Engineer.
Prefix 43-4414-190

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

GRANT Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Kimberly Rock Production, Comb. -3A

REGION 5

Hwy #5 John Day

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 12-8341

DATE 2-1-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 3,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY Ronald T. Noble	DATE 2-1-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/3/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

1984 District 14 Rock Production 9766
on the Central Oregon, Steens and
I.O.N. Hwys.

January 24, 1985

Kingrey, Price & Duyck Insurance
PO Box 784
Springfield, OR 97477

CON 5
#9766

Gentlemen or Ladies:

On January 10, 1985, we wrote to you concerning release of final payment on Contract No. 9766 awarded to Portable Rock Production Co., Inc. for the District 14 Rock Production Project on Central Oregon, Steens, and I.O.N. Highways in Harney and Malheur Counties.

Final payment on this contract is $1,000.00 and the total contract amount is $342,641.67. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Portable Rock Production Co., Inc.
34940 Highway 58
Eugene, OR 97405

Transamerica Insurance Company
700 NE Multnomah, Suite 800
Portland, OR 97232

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 7, 1985

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9766, On Site Work Substantially Completed July 20, 1984

All Work Completed July 28, 1984

Project District 14 Rock Production

Highway Central Oregon, Steens & I.O.N.

County Harney and Malheur

Type of Work Rock Production

Contractor Portable Rock Production Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

January 10, 1985 - Surety letter written.

noted
RWGormsen

RECEIVED
JAN 9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1367

Final Report 1

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION District 14 Rock Production	WEEK ENDING August 25, 1984	SECTION PREFIX 23-8337
HIGHWAY Steens and ION	COUNTY Harney/Malheur	
NAME OF JOB District 14 Rock Production	KIND OF WORK Rock Production	
CONTRACTOR Portable Rock Production, Inc	CONTRACT NUMBER 9766	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT March 16, 1984	DATE WORK STARTED May 11, 1984	ESTIMATED COMPLETION DATE July 20, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS N/A SPECIFIED CALENDAR DAYS N/A	WORK DAYS USED N/A CALENDAR DAYS USED N/A
PROJECT AUTHORIZATION: $ 380,679.00	SPECIFIED COMPLETION DATE a 5-15-84 b. 5-31-84 c. 6-15-84 d. 6-30-84 e. 7-15-84	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 350,493.00	ENGINEERING AUTHORIZATION $ 30,186.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 349,504.00	ENGINEERING COST TO DATE $ 10,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92
ESTIMATED PERCENT: OVERRUN UNDERRUN 0.3%	PERCENT OF AUTHORIZATION 33%	DATE PROJECT WAS COMPLETED: July 20, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			45,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			46,785 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			46,785 cy		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19	Fair			
MONDAY 20	Fair			
TUESDAY 21	Fair			
WEDNESDAY 22	Cloudy			
THURSDAY 23	Part Cloudy			
FRIDAY 24	Part Cloudy			
SATURDAY 25				

RECEIVED
AUG 30 1984
CONSTRUCTION SECTION
CE F CM.... LS.... TC....
COE.... CM.... SA.... CC....
CA.... FE....
CAH.... MA....
CP.... CCS ✓
EO.... FILE....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	One man worked on semi-final estimate
WEDNESDAY	One man worked on semi-final estimate and submitted it to Region office.
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

Semi-final estimate submitted to Region office on Wednesday. This is final report.

SIGNED ______ LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

9766

F

April 5, 1984

Portable Rock Production Co., Inc.
34940 Highway 58
Eugene, OR 97405

CON 5
#9766

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9766 for the District 14 Rock Production Project on the Central Oregon, Steens and I.O.N. Highways in Harney and Malheur Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Kingrey, Price & Duyck Insurance
P. O. Box 784
Springfield, OR 97477

Transamerica Insurance Company
700 NE Multnomah, Suite 800
Portland, OR 97232

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Robert Church
Jan Peterson
Robert Hector
C. D. Hiatt

F

KPD KINGREY, PRICE & DUYCK INSURANCE

3171 GATEWAY LOOP • 503/741-0550
P.O. BOX 784 • SPRINGFIELD, OREGON 97477

I. L. "Ike" Kingrey, CPCU
Gordon Price
Stan Duyck, CPCU
Mike Niderost
Dean Reynolds, CPCU

March 26, 1984

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

Re: Contract No. 9766

Portable Rock Production Co., Inc.

Gentlemen:

On behalf of our client, Portable Rock Production Co., Inc., please find enclosed the following:

1) Two fully executed Contract and Bond for Highway Construction for Contract No. 9766

2) Certificate of liability insurance

If you should have any questions regarding these documents, please feel free to contact our office or that of Portable Rock Production.

Thank you.

Very truly yours,

KINGREY, PRICE & DUYCK INSURANCE

Sherril Caudill

Sherril Caudill, Bond Department
for I. L. "Ike" Kingrey

sc

enc.

cc: Portable Rock Production Co., Inc.
34940 Highway 58
Eugene, OR. 97401

YOUR Independent Insurance AGENT

RECEIVED
MAR 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

97

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

N

KEY ID # 02295

REGION 5

SECTION ROME ROCK PRODUCTION ~~District 14 Rock Production/Surface Preservation~~

STATE HIGHWAY # 456

HIGHWAY NAME ~~Various (see project justification)~~

MILE POST FROM 53.0 TO

LENGTH n/a

☐ URBAN
☒ RURAL

CITY

COUNTY Malheur

ROAD/STREET NAME

ROUTE # 95

FEDERAL AID # n/a

APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
Rock Production	$ 290.9	
10% ENGINEERING & CONTINGENCIES	$ 29.1	
TOTAL CONSTRUCTION		$ 320
TOTAL ESTIMATE		$ ~~320~~ 70

PROJECT DATA

GRADING (✓)	
PAVING (✓)	
STRUCTURES (✓)	
SIGNING (✓)	
SIGNALS (✓)	
ILLUMINATION (✓)	
Rock Production	X
ENVIRONMENTAL CLASS (1,2,3)	n/a
DESIGN CATEGORY (1-7)	n/a
WORK TYPE (1-12)	12

RIGHT OF WAY

FILES (#)	
ACRES (#)	
RELOCATIONS (#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	
CONSTRUCTION ENGINEERING (S,C,A)	
RIGHT OF WAY DESCRIPTIONS (S,C,A)	
RIGHT OF WAY ACQUISITIONS (S,C,A)	

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/PROGRAMMING

RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/84

RECOMMENDED FUNDING SOURCE State

RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Roadway surface on sections of the Central Oregon, Steens, and I.O.N. highways are in need of immediate attention. Rock inventories necessary for preservation of surface are depleted.

PROPOSED SOLUTION

Replenish oiling rock inventories so proper surface maintenance may be accomplished.

REQUESTED, REGION ENGINEER X William Imbler DATE 12/14/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS X DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X DATE

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING

1 Versteeg
Anderson
Adams
Macnab
[illegible]
Turpin
3 Trout
[illegible]

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02295

SECTION
District 14 Rock Production/Surface Preservation

REGION
5

PROJECT JUSTIFICATION

Roadway surfaces of various highways in District 14 are rapidly deteriorating and are in need of immediate attention. Inventories of oiling aggregate necessary for surface preservation are depleted.

Rock productions are necessary at the following locations:

Route	Highway	County	Section Name	M.P.
20	Central Oregon	Harney	Burns Rock Production (5,000 c.y.)	131.7
78	Steens	Harney	Crane Rock Production (10,000 c.y.)	27.0
78	Steens	Malheur	S.Fk.Rye Cr.Rock Production (10,000 c.y.)	74.0
95	I.O.N.	Malheur	Jordan Valley Rock Production (10,000 c.y.)	20.0
95	I.O.N.	Malheur	Rome Rock Production (10,000 c.y.)	53.0

It is recommended the above projects be offered as one contract in order to attract contractors who will be able to meet the requested completion date of May 15, ~~1985.~~ 1984. We must have the aggregate available in order to proceed with sealing/oil mat projects in the summer of 1984.

Financing of the project shown below in $1,000:

Est. Cost	Less Current Maint.Budget	Amount charged to $20 Million Surface Preservation
$320	$120	$200

This project is consistent with the Division's goal of preserving and maintaining the existing highway system.

Note: Part 4 not included. Plans and specifications to be developed by the Maintenance Engineer.
Prefix 43-4416-190

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

MALHEUR Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Rome Rock Production, Comb-5
Hwy # 456 I O N

REGION 5

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 23-8336	DATE 2-1-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 3,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY Ronald T. Noble	DATE 2-1-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2 3/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9766 12-[illegible]-83 N

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #	02293
SECTION	S. FK. RYE GRASS CR. ROCK PRODUCTION, COMB-5 ~~District 14 Rock Production/Surface Preservation~~
REGION	5
STATE HIGHWAY #	442
HIGHWAY NAME	STEENS ~~Various (see project justification)~~
MILE POST	FROM 74.0 TO
LENGTH	n/a
	☐ URBAN ☒ RURAL
CITY	
COUNTY	Malheur
ROAD/STREET NAME	
ROUTE #	78
FEDERAL AID #	n/a
APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING	(✓)		FILES (#)	
RIGHT OF WAY		$	PAVING	(✓)		ACRES (#)	
ROADWAY	$		STRUCTURES	(✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING	(✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	
TEMPORARY PROTECTION	$		Rock Production		X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Rock Production	$ 290.9		ENVIRONMENTAL CLASS	(1,2,3)	n/a	RIGHT OF WAY ACQUISITIONS (S,C,A)	
10% ~~XXX~~ ENGINEERING & CONTINGENCIES	$ 29.1		DESIGN CATEGORY	(1-7)	n/a	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 320	WORK TYPE	(1-12)	12	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ ~~320~~ 70					

FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	1/84	State	1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Roadway surface on sections of the Central Oregon, Steens, and I.O.N. highways are in need of immediate attention. Rock inventories necessary for preservation of surface are depleted.

PROPOSED SOLUTION

Replenish oiling rock inventories so proper surface maintenance may be accomplished.

REQUESTED, REGION ENGINEER	DATE
X	12/14/83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS	DATE
X	
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION	DATE
X	

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING ..../..../....

1 Versteeg
Anderson
Adams
Macnab
2 Staudenmeyer
3 Trout
Wakefield

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02293

SECTION
District 14 Rock Production/Surface Preservation

REGION
5

PROJECT JUSTIFICATION

Roadway surfaces of various highways in District 14 are rapidly deteriorating and are in need of immediate attention. Inventories of oiling aggregate necessary for surface preservation are depleted.

Rock productions are necessary at the following locations:

Route	Highway	County	Section Name	M.P.
20	Central Oregon	Harney	Burns Rock Production (5,000 c.y.)	131.7
78	Steens	Harney	Crane Rock Production (10,000 c.y.)	27.0
78	Steens	Malheur	S.Fk.Rye Cr.Rock Production (10,000 c.y.)	74.0
95	I.O.N.	Malheur	Jordan Valley Rock Production (10,000 c.y.)	20.0
95	I.O.N.	Malheur	Rome Rock Production (10,000 c.y.)	53.0

It is recommended the above projects be offered as one contract in order to attract contractors who will be able to meet the requested completion date of May 15, ~~1985.~~ 1984. We must have the aggregate available in order to proceed with sealing/oil mat projects in the summer of 1984.

Financing of the project shown below in $1,000:

Est. Cost	Less Current Maint.Budget	Amount charged to $20 Million Surface Preservation
$320	$120	$200

This project is consistent with the Division's goal of preserving and maintaining the existing highway system.

Note: Part 4 not included. Plans and specifications to be developed by the Maintenance Engineer.
Prefix 43-4416-190

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

MALHEUR Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION South Fork Rye Grass Creek Rock Production, Comb-5
Hwy # 442 Steens

REGION 5

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 23-8334

DATE 2-1-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 3,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY Ronald T. Noble	DATE 2-1-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/3/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

7-66

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION BURNS ROCK PRODUCTION, COMB-5 ~~District 14 Rock Production/Surface Preservation~~			KEY ID # 02287 REGION 5
STATE HIGHWAY # 7	HIGHWAY NAME CENTRAL OREGON ~~Various (see project justification)~~	MILE POST FROM 131.7 TO	LENGTH n/a
☐ URBAN ☒ RURAL	CITY	COUNTY Harney	ROAD/STREET NAME
ROUTE # 20	FEDERAL AID # n/a	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
Rock Production	$ 290.9	
10% ENGINEERING & CONTINGENCIES	$ 29.1	
TOTAL CONSTRUCTION		$ 320
TOTAL ESTIMATE		$ ~~320~~ 40

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
Rock Production		X
ENVIRONMENTAL CLASS	(1,2,3)	n/a
DESIGN CATEGORY	(1-7)	n/a
WORK TYPE	(1-12)	12

RIGHT OF WAY		
FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	
CONSTRUCTION ENGINEERING	(S,C,A)	
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
RIGHT OF WAY ACQUISITIONS	(S,C,A)	

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Roadway surface on sections of the Central Oregon, Steens, and I.O.N. highways are in need of immediate attention. Rock inventories necessary for preservation of surface are depleted.

PROPOSED SOLUTION

Replenish oiling rock inventories so proper surface maintenance may be accomplished.

REQUESTED: REGION ENGINEER x	DATE 12/14/83
APPROVED: ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED: ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

1 Versteeg
Anderson
Cy Adams
Cy Macnab
3 Edwards 3
Turpin
3
Cy Webeling

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return Routing
Bring Up __/__/__
Action

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02287	
SECTION District 14 Rock Production/Surface Preservation	REGION 5

PROJECT JUSTIFICATION

Roadway surfaces of various highways in District 14 are rapidly deteriorating and are in need of immediate attention. Inventories of oiling aggregate necessary for surface preservation are depleted.

Rock productions are necessary at the following locations:

Route	Highway	County	Section Name	M.P.
20	Central Oregon	Harney	Burns Rock Production (5,000 c.y.)	131.7
78	Steens	Harney	Crane Rock Production (10,000 c.y.)	27.0
78	Steens	Malheur	S.Fk.Rye Cr.Rock Production (10,000 c.y.)	74.0
95	I.O.N.	Malheur	Jordan Valley Rock Production (10,000 c.y.)	20.0
95	I.O.N.	Malheur	Rome Rock Production (10,000 c.y.)	53.0

It is recommended the above projects be offered as one contract in order to attract contractors who will be able to meet the requested completion date of May 15, ~~1985.~~ 1984. We must have the aggregate available in order to proceed with sealing/oil mat projects in the summer of 1984.

Financing of the project shown below in $1,000:

Est. Cost	Less Current Maint.Budget	Amount charged to $20 Million Surface Preservation
$320	$120	$200

This project is consistent with the Division's goal of preserving and maintaining the existing highway system.

Note: Part 4 not included. Plans and specifications to be developed by the Maintenance Engineer.
Prefix 43-4416-190

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

HARNEY Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

REGION 5

SECTION Burns Rock Production, Comb-5
Hwy # 7 Central Oregon

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 13-8332

DATE 2-1-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 3,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY Ronald T. Noble	DATE 2-1-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2-3-84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

1984 District 11 Rock Production 9767
on the Fremont and Lakeview-Burns
Hwys.

January 23, 1985

United Pacific Insurance Co.
825 NE Multnomah, Suite 300
Portland, OR 97228

CON 5
#9767

Gentlemen or Ladies:

On January 10, 1985, we wrote to you concerning release of final payment on Contract No. 9767 awarded to Klamath Pacific Corp. for the District 11 Rock Production Project on the Fremont and Lakeview-Burns Highways in Klamath, Lake and Harney Counties.

Final payment on this contract is $2,496.24 and the total contract amount is $418,919.33. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Klamath Pacific Corp.
2918 Edison
Klamath Falls, OR 97603

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9767

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 7, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9767, On Site Work Substantially Completed July 30, 1984

All Work Completed August 29, 1984

Project District 11 Rock Production

Highway Fremont & Lakeview-Burns

County Klamath, Lake and Harney

Type of Work Rock Production

Contractor Klamath Pacific Corp.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

January 10, 1985 - Surety letter written.

noted
RGormsen

RECEIVED
JAN 9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1367

7

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: DISTRICT 11 ROCK PRODUCTION

WEEK ENDING: November 10, 1984

SECTION PREFIX: 19-8334

HIGHWAY: Fremont & Lakeview/Burns

COUNTY: Klamath, Lake & Harney

NAME OF JOB: District 11 Rock Production

KIND OF WORK: Crushing

CONTRACTOR: Klamath Pacific Corp.

CONTRACT NUMBER: 9767

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 16, 1984

DATE WORK STARTED: March 27, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

PROJECT AUTHORIZATION: $450,667.64

SPECIFIED COMPLETION DATE: (a) 5/31/84, (b) 6/30/84

PERCENT OF TIME ELAPSED: (a) 119, (b) 126

EXCLUSIVE OF ENGINEERING: $414,931.88

ENGINEERING AUTHORIZATION: $35,735.88

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $423,147.47

ENGINEERING COST TO DATE: $35,400.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . . 4 %

PERCENT OF AUTHORIZATION . . . . . 99 %

DATE PROJECT WAS COMPLETED: July 31, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	XXXXXX ~~CRUSHING~~	XXXXXXX ~~SURFACING~~	XXXXXXXXX ~~MAINTENANCE MATERIALS~~	XXXXXXXXXXXXX ~~OIL & BITUMINOUS MACADAM~~	XXXXXX ~~PAVING~~
MILES IN PROJECT	A	B	C	D	E
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,000	6,000	16,200	16,000	6,000
TOTAL QUANTITIES CORRECTED TO DATE	5,968	6,105	16,476	18,359	6,143
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,968	6,105	16,476	18,359	6,143
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4				
MONDAY 5				
TUESDAY 6				
WEDNESDAY 7				
THURSDAY 8				
FRIDAY 9				
SATURDAY 10				

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CEO SECTION
FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	
MONDAY 5	
TUESDAY 6	
WEDNESDAY 7	
THURSDAY 8	
FRIDAY 9	
SATURDAY 10	

REMARKS

Semi-Final submitted to Region 11/9/84.

FINAL REPORT.

SIGNED Jerry C. Thackery, Project Manager LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1984 Poterf Ck Culvert Sec., 9768
Florence-Eugene Hwy NE of Mapleton.
(grading, paving and culvert)

9768

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 7-446	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
PROJECT REPORT NUMBER	7-30-86	Project Number HES-25(6)
MODIFICATION NUMBER 5		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 7, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 150,760.00	$ 146,994.00
Federal funds	$ 135,683.00	$ 132,294.00
Other revisions		

This modification is made for the following reasons:

To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of JUL, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

RX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 23, 1986

Federal-Aid Project No. HES-25(6)

Florence/Eugene Hwy. @ Poterf Creek
SR 126 in Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 18,810.00

Type Code ROW
Right-of-Way

Total as on estimate of June 5, 1985		$ 3,500.00

Type Code Y007

Total as on estimate of June 5, 1985		$ 12,409.00

Type Code Y007
Roadway, Culvert, Bridge No. 4079A (Sta. 495+00 to Sta. 496+85) (Sta. 497+35 to Sta. 501+30)(Culvert Sta. 496+85 to Sta. 497+35)

Subtotal from revised estimate of June 5, 1985		$ 97,919.00
	Engineering	10,921.00
	Total	$108,840.00

Length of Structure ------------------- 0.000 miles

Work Retained in Reserve

Work by Emerald Peoples Utility District	All Required	$ 3,000.00
	Engineering	435.00
	Total	$ 3,435.00

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	141	$ 18,810.00	$ 16,929.00	$ 1,881.00
Right-of-Way	141	3,500.00	3,150.00	350.00
OFFW #1 (State Forces)	141	12,409.00	11,168.00	1,241.00
Roadway & Culvert	141	108,840.00	97,956.00	10,884.00
Reserve	141	3,435.00	3,091.00	344.00
Total		$146,994.00	$132,294.00	$14,700.00

Group 1 = 100%
Prefix: 20-1909 P.E.
Prefix: 20-2533 R/W
Prefix: 20-1045 OFFW #1
Prefix: 20-1085 Contract
Group 1 = 92%; Group 8 = 8%
Contract No. 9768
Prefix: 20-1085

RLC:me

9768

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-132 PROJECT REPORT NUMBER MODIFICATION NUMBER 4	**U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6-	State Oregon County Lane Project No. HES-25(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 7, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 140,886.00	$ 150,760.00
Federal funds	$ 126,796.00	$ 135,683.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of June, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
for Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.
By
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Bunow
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 5, 1985

Federal-Aid Project No. HES-25(6)

Florence/Eugene Hwy. @ Poterf Creek
SR 126 in Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$	18,810.00

Type Code ROW
Right-of-Way

Right-of-Way	All Required		$	2,500.00
		Subtotal	$	2,500.00
	Acquisition Expense			1,000.00
		Total	$	3,500.00

Type Code Y007

State Force (OFFW #1)	All Required		$	11,281.00
		Subtotal	$	11,281.00
		Engineering		1,128.00
		Total	$	12,409.00

Type Code Y007
Roadway, Culvert, Bridge No. 4079A (Sta. 495+00 to Sta. 496+85) (Sta. 497+35 to Sta. 501+30)(Culvert Sta. 496+85 to Sta. 497+35)

Item	Unit Price	Original Quantity	Original Amount	Revised Quantity	Revised Amount
Flagmen	14.00	240	$ 3,360	574	$ 8,036
CL. "C" Asph. Concrete	39.50	430	16,985	529	20,895
			$20,345		$ 28,931

	Increase	$	8,586.00
Subtotal from revised estimate of January 23, 1985			89,333.00
	Subtotal	$	97,919.00
	Engineering		14,687.00
	Total	$	112,606.00

Length of Project	0.0 mi.

Work Retained in Reserve

Work by Emerald Peoples Utility District	All Required	$	3,000.00
	Engineering		435.00
	Total	$	3,435.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 18,810.00	$ 16,929.00	$ 1,881.00
Right-of-Way	3,500.00	3,150.00	350.00
OFFW #1 (State Forces)	12,409.00	11,168.00	1,241.00
Roadway & Culvert	112,606.00	101,345.00	11,261.00
Reserve	3,435.00	3,091.00	344.00
Total	$ 150,760.00	$ 135,683.00	$ 15,077.00

Group 1 100%
Prefix: 20-1909 PE
Prefix: 20-2533 RW
Prefix: 20-1045 OFFW #1
Prefix: 20-1085 Contract
Group 1 92% Group 8 8%
Contract No. 9768
Prefix: 20-1085
Appn Code 141

DDB:bkb

476

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-183	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Lane
MODIFICATION NUMBER 3		Project Number HES-25(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 7 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 136,214	$ 140,886
Federal funds	$ 122,592	$ 126,796
Other revisions		

This modification is made for the following reasons: to include approved expenditure for OFW #3.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of May , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 23, 1985

Federal-Aid Project No. HES-25(6)

Florence/Eugene Hwy. at Poterf Creek
SR 126 in Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PENG

Preliminary Engineering	All Required	$	18,810.00

Type Code ROWA

Right of Way	All Required	$	2,500.00
	Subtotal	$	2,500.00
	Acquisition Expense		1,000.00
	Total	$	3,500.00

Type Code Y007

State Force (OFFW #1)	All Required	$	11,281.00
	Subtotal	$	11,281.00
	Engineering		1,128.00
	Total	$	12,409.00

Type Code Y007

Roadway, Culvert, Bridge No. 4079A (Sta. 495+00 to Sta. 496+85) (Sta. 497+35 to Sta. 501+30) (Culvert Sta. 496+85 to Sta. 497+35)

Subtotal from revised estimate of April 2, 1984		$	88,533.00
Additional Item - OFW #3	All Required		800.00
	Subtotal	$	89,333.00
	Engineering		13,399.00
	Total	$	102,732.00
Length of Project			0.00 mi.

Work Retained in Reserve

Work by Emerald Peoples Utility District	All Required	$	3,000.00
	Engineering		435.00
	Total	$	3,435.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineer	$ 18,810.00	$ 16,929.00	$ 1,881.00
Right of Way	3,500.00	3,150.00	350.00
OFFW #1 (State Forces)	12,409.00	11,168.00	1,241.00
Roadway & Culvert	102,732.00	92,458.00	10,274.00
Reserve	3,435.00	3,091.00	344.00
Total	$ 140,886.00	$ 126,796.00	$ 14,090.00

Group 1 100%
Prefix: 20-1909 PE
Prefix: 20-2533 RW
Prefix: 20-1045 OFFW #1
Prefix: 20-1085 Contract
Group 1 92%; Group 8 8%
Contr. No. 9768
Prefix: 20-1085

WH:bkb

9768

STATE COPY F

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-146	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-12-84	State Oregon
PROJECT REPORT NUMBER		County Lane
MODIFICATION NUMBER 2		Project Number HES-25(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 10, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 28,909.00	$ 136,214.00
Federal funds	$ 26,018.00	$ 122,592.00
Other revisions		

This modification is made for the following reasons: To include right of way acquisition and construction.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 1984.

Oregon State Highway Division
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, OR April 2, 1984

Federal Aid Project
No. HES-25(6)

Florence/Eugene Hwy. at Poterf Creek
SR 126 in Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PENG

Preliminary Engineering	All Required	$ 16,500.00

Type Code ROWA

Right of Way	All Required	$ 2,500.00

Type Code Y007

State Force (OFFW #1)	All Required	$ 11,281.00
	Subtotal	$ 11,281.00
	Engineering	1,128.00
	Total	$ 12,409.00

Type Code Y007

Roadway, Culvert, Bridge No. 4079A (Sta. 495 + 00 to Sta. 496 + 85) (Sta. 497 + 35 to Sta. 501 + 30) (Culvert Sta. 496 + 85 to Sta. 497 + 35)

Mobilization		All Required		$ 5,000.00
Temporary Protection and Direction of Traffic		All Required		2,500.00
Temporary Signs	210	Sq. Ft.	5.00	1,050.00
Temporary Barricades	5	Each	50.00	250.00
Temporary Continuous Rail Traffic		-		
Barriers, Reflectorized	300	Lin. Ft.	9.00	2,700.00
Temporary Guard Rail, Type 1		-		
Modified, Reflectorized	50	Lin. Ft.	12.00	600.00
Temporary Modified Concrete		-		
Barriers, Reflectorized	63	Lin. Ft.	25.00	1,575.00
Portable Traffic Signals		All Required		1,500.00
Temporary Plastic Safety Markers	9	Each	75.00	675.00
Flagmen	240	Hours	14.00	3,360.00
Bridge Removal Work		All Required		2,000.00
Embankment Foundation Excavation	120	Cu. Yd.	3.50	420.00
Embankment in Place	340	Cu. Yd.	3.50	1,190.00
Trench Excavation	238	Cu. Yd.	2.50	595.00
Aggregate Base	340	Ton	10.00	3,400.00
Class "C" Asphalt Concrete	430	Ton	39.50	16,985.00
Concrete in Walls	42	Cu. Yd.	250.00	10,500.00

Reinforcement in Walls	6,100	Lb.	.30	1,830.00
24-inch Culvert Pipe	40	Lin. Ft.	50.00	2,000.00
102-inch Arch Type Pipe	83	Lin. Ft.	200.00	16,600.00
Bedding Material	140	Cu. Yd.	10.00	1,400.00
Guard Rail, Type 2A	550	Lin. Ft.	14.00	7,700.00
Guard Rail Anchors, Type 1	4	Each	325.00	1,300.00
Rail End Pieces, Type "C"	4	Each	80.00	320.00
Extra for Asphalt Approaches	6	Each	10.00	60.00
Delineators, type 2	13	Each	21.00	273.00
				$ 85,783.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,500.00
Temporary Pavement Striping	All Required	750.00
Roadside Seeding and Mulching	All Required	500.00
		$ 2,750.00
	Subtotal	$ 88,533.00
	Engineering	12,837.00
	Total	$101,370.00

Length of Project 0.00 mi.

Work Retained in Reserve

Work by Emerald Peoples Utility District	All Required	$ 3,000.00
	Engineering	435.00
	Total	$ 3,435.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 16,500.00	$ 14,850.00	$ 1,650.00
Right-of-Way	2,500.00	2,250.00	250.00
OFFW #1 (State Forces)	12,409.00	11,168.00	1,241.00
Roadway & Culvert	101,370.00	91,233.00	10,137.00
Reserve	3,435.00	3,091.00	344.00
	$136,214.00	$122,592.00	$13,622.00

Group 1 100%
Prefix: 20-1909 PE
Prefix: 20-2533 RW
Prefix: 20-1045 OFFW #1
Prefix: 20-1085 Contract
Group 1 92%; Group 8 8%
Cont. No.9768
Prefix: 20-1085

RDS:lks

Florence/Eugene Hwy. at Poterf Cr. Section
Florence/Eugene Highway
Lane County

Single Mailbox Support	1 Each	100.00	$ 100.00

STATE COPY b

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 3-136	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
PROJECT REPORT NUMBER		Project Number HES-25(6)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 7, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 25,220	$ 28,909
Federal funds	$ 22,698	$ 26,018
Other revisions		

This modification is made for the following reasons: Increasing preliminary engineering and adjusting OFFW #1.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of March, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Section Manager
(Title)

XWX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

G-File

Oregon State Highway Division
Salem, Oregon March 15, 1983

Federal-Aid Project
HES-25(6)

Florence-Eugene Highway @ Poterf Creek Section
SR126 in Lane County

REVISE PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering	All Required	$16,500.00

Type Code Y007

State Force (OFFW #1)		11,281.00
	Subtotal	11,281.00
	Engineering	1,128.00
	Total	$12,409.00

Length of Project: 0.00 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$16,500	$14,850	$1,650
OFFW #1 (State Forces)	12,409	11,168	1,241
	$28,909	$26,018	$2,891
Retain in Program (Const.)	59,091	53,182	5,909
TOTAL	$88,000	$79,200	$8,800

Group 1: 100%
Prefix: 20-1909
Prefix: 20-1045

DRH:lb
3-15-83

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT	STATE Oregon
1-22	12/7/81	COUNTY Lane
		PROJECT NO. HES-25(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 126, Poterf Cr. Br., 4 mi. W. of Noti

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-10-81	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	8-10-81	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 25,220.00	FEDERAL FUNDS $ 22,698.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Moehring
Asst. State Hwy. Engineer
(Title)
XXX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator DEC 7 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon December 4, 1981

Federal Aid Project
No. HES-25(6)

Florence-Eugene Hwy. @ Poterf Creek Section
SR 126 in Lane County

PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$ 2,700.00
	TOTAL	$ 2,700.00

Type Code Y101
Guardrail

Install Guardrail (OFFW #1) State Forces	All Required	$20,478.00
	SUBTOTAL	$20,478.00
	Engineering	2,042.00
	TOTAL	$22,520.00

Length of Project -------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,700.00	$ 2,430.00	$ 270.00
Guardrail	22,520.00	20,268.00	2,252.00
TOTAL	$25,220.00	$22,698.00	$2,522.00

Group 1	100%
Prefix:	20-1909
Prefix:	20-1045

9768

BI

cc: OSHD (L. W. RULIEN)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 2	**COUNTY** LANE	**DIVISION** OREGON
DATE OF REPORT 3/17/86	**REPORT MADE BY** W. N. BRYANT, AREA ENGINEER		**PROJECT NO.** HES 25(6)
COMPLETION DATE (Actual) 8/19/84	**ACCEPTANCE DATE BY CONRTACT AGENCY** 1/15/86	**TIME ELAPSED** 93 %	**CONTRACT TIME** 150 C. D.

LOCATION

SR 126, POTERF CREEK BRIDGE, 4 MILES WEST OF NOTI

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

POTERF CREEK CULVERT
FLORENCE - EUGENE HIGHWAY
Grading, Paving & Culvert

Work completed under this project consisted of the removal of an existing bridge, installation of twin arch type culvert pipes, and the construction of roadbed grading, aggregate base, asphalt concrete pavement and guardrail.

A contract in the amount of $85,883 was awarded F. Kelly Somers Construction Inc. on 3/16/84. Work began on 6/11/84 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 8/19/84 at a final cost of $113,095.71 which includes $94,768.96 for original bid item work, $2,653.91 for work completed under approved State Force Orders and $15,672.84 for construction engineering.

A total of 140 calendar days were used in completing the work as compared to the 150 calendar days allowed under the contract.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements.

All overruns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the Division office copy of this report.

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
MAR 19 '86
REFER TO
Fredrickson

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE		**SIGNATURE** 3/21	
TITLE AREA ENGINEER	**DATE** MAR 18 1986	**TITLE** FIELD OPERATIONS ENGINEER	**DATE** MAR 18 1986

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED.

January 30, 1986

CON 5
#9768

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Contract No. 9768 awarded to F. Kelly Somers Const. Inc., and F. L. Somers Co., Inc. for work on the Poterf Creek Culvert on the Florence-Eugene Highway in Lane County was completed on November 29, 1985, and was accepted by the State Highway Division on January 15, 1986.

Final payment in the amount of $1,000.00 will be released to the contractor after February 5, 1986. The total contract amount is $94,768.96 and no work was performed under force account.

You have been advised previously that claims have been filed with us against the performance bond on this contract, one of which has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: F. Kelly Somers Const. Inc. &
F. L. Somers Co., Inc.
1966 S. W. 24th Court
Gresham, OR 97030

Employers Insurance of Wausau
9400 S. W. Beaverton Hwy., Ste. 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
J. J. Gix

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 15, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9768, On Site Work Substantially Completed August 19, 1984

All Work Completed November 29, 1985

Project Poterf Creek Culvert

Highway Florence-Eugene

County Lane

Type of Work Grading, Paving & Culvert

Contractor F. Kelly Somers Const., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Noted
R Gormsen

1-30-86 - Surety letter written.

RECEIVED
JAN 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

nig

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-25(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10185

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-24-85

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:

FLORENCE/EUGENE HIGHWAY AT POTERF CREEK

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XXX OTHER *(Specify)*
Program Change —
See Below

13. REMARKS

As requested by Mr. Potter's letter dated February 11, 1985, I approve the revised Preliminary Engineering costs to a TEC of $18,810; Federal Funds $16,929.

(Increase TEC $2,310; Federal Funds $2,079)

RECEIVED
STATE HWY ENGR
MAY 31 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. 5/31

DATE 5/30/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Report # 42

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Poterf Creek Culvert		WEEK ENDING March 30, 1985
		SECTION PREFIX 20-1085
	HIGHWAY Florence - Eugene	COUNTY Lane
NAME OF JOB Poterf Creek Culvert	KIND OF WORK Grading, Paving & Culvert	
CONTRACTOR F. Kelly Somers Construction, Inc.	CONTRACT NUMBER 9768	FEDERAL AID PROJECT NUMBER HES-25(6)
DATE OF CONTRACT March 16, 1984	DATE WORK STARTED June 8, 1984	ESTIMATED COMPLETION DATE Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 140
PROJECT AUTHORIZATION: $ 104,919.79	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 93
EXCLUSIVE OF ENGINEERING: $ 95,756.49	ENGINEERING AUTHORIZATION $ 9,163.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 96,480.00	ENGINEERING COST TO DATE $ 14,600.00 This Office 12,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 105
ESTIMATED PERCENT: OVERRUN 6 %	PERCENT OF AUTHORIZATION 159 %	DATE PROJECT WAS COMPLETED: August 19, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.1	0.1			0.1
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	340	340			430
TOTAL QUANTITIES CORRECTED TO DATE	315	373			530
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	315	373			530
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		N/A		First Notification - 6/8/84
MONDAY				Second Notification - 8/19/84.
TUESDAY				Third Notification - 3/25/85.
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE E CAE RECEIVED LS TC
COE OM SA CC
OE APR 1 1985 FE CP
CA POC
CAM CONSTRUCTION QCS
EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

3/24/85 SUNDAY	
3/25/85 MONDAY	No Activity this week.
3/26/85 TUESDAY	
3/27/85 WEDNESDAY	
3/28/85 THURSDAY	
3/29/85 FRIDAY	
3/30/85 SATURDAY	

REMARKS

First Notification - 8 June 1984

Second Notification - 8/19/84.

Third Notification - 3/25/85.

Semi-final Submitted - 3/27/85.

This will be the last report.

SIGNED Robert D. Paul LOCATION Eugene

D. W. GREENE, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

CL 1985-0044

FILED
MAR 7 1985
BARBARA ROBERTS
SECRETARY OF STATE

March 5, 1985

Arrow Brothers Corporation
AGC Center, No. 310
9450 S.W. Commerce Circle
Wilsonville, OR 97070

CON 5
#9768

Attention: S. K. Swengel, Jr.

Gentlemen or Ladies:

This will acknowledge your letter of February 7, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Arrow Brothers Corp.
AMOUNT:	$12,001.18
FOR:	Labor and materials
AGAINST (Prime contractor)	F. Kelly Somers Const. Inc., and F. L. Somers Co., Inc.
CONTRACT NO.:	9768
PROJECT:	Poterf Creek Culvert Section, Florence-Eugene Highway, Lane County
SURETY:	Employers Insurance of Wausau

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

COPY

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: F. Kelly Somers Const. Inc., and F. L.
Somers Co., Inc.
1966 S.W. 24th Court
Gresham, OR 97030

Employers Insurance of Wausau
9400 S.W. Beaverton Highway, Suite 300
Beaverton, OR 97005

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

COPY

ON CARD
3-27-85

RECEIVED
MAR 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC Center, No. 310
9450 SW Commerce Circle
Wilsonville, Oregon 97070
(503) 682-2100

Arrow Brothers Corp.
Highway Specialty Division

February 7, 1985

File No [illegible]

TO: State of Oregon
Highway Division
121 Transportation Bldg.
Salem, OR 97310

Attn: Robert W. Gorman

RE: Oregon State Highway Contract No. 9768

Dear Sirs:

Notice is hereby given that the undersigned Arrow Brothers Corp. has a claim for labor and materials as follows:

> LABOR - Installation of Guardrails, Anchors, End Pieces, Mailbox Supports and Concrete Barrier. Said labor performed by employees of the undersigned who were under the direction and supervision of the undersigned.
>
> MATERIALS - Guardrails, Anchors, End Pieces, Delineators, Mailbox Supports, and Concrete Barrier, including miscellaneous materials used for the installation thereof.

In the sum of $12,001.18 against the Bond taken from F. Kelly Somers Construction, Inc., and its surety, Employers Insurance of Wausau for the work of grading, paving, and culvert on Oregon State Highway Division Contract No. 9768 concerning the Poterf Creek Section of the Florence-Eugene Highway in Lane County.

FEB 1985
Arrow Bros. Corp.
Phoenix
RECEIVED

Sincerely,

CLAIMANT S. K. Swengel, Jr., President

RECEIVED
FEB 15 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: F. Kelly Somers Construction, Inc.
Employers Insurance of Wausau

"A Minority Business Enterprise"

rll

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

XX INITIAL INSPECTION
☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH
☐ FINAL INSPECTION

RECEIVED
STATE HWY ENGR
JAN 15 '85
REFER TO
Fredrickson
FOR
Info | Issues | R/D | D/R | Sign | Act | File

1/16

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon
IN COMPANY WITH Bill Quinn and Doug Green, OSHD			
DATE OF INSPECTION 1/9/85	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HES-25(6)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 93 %	WORK COMPLETED 100 %

W. N. Bryant
Area Engineer

POTERF CREEK CULVERT
FLORENCE - EUGENE HIGHWAY
Grading, Paving & Culvert

NOTED
W. E. SCHWARTZ

Work completed under this project consisted of the removal of an existing bridge, installation of twin arch type culvert pipes, and the construction of roadbed grading, aggregate base, asphalt concrete pavement and guardrail.

A contract in the amount of $85,883 was awarded F. Kelly Somers Construction Inc. on 3/16/84. Work began on 6/11/84 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 8/19/84 at a final cost of $110,476.45 which includes $94,768.96 for original bid item work, $1,607.49 for State force work, $14,100 for construction engineering to date.

A total of 140 calendar days were used in completing the work as compared to the 150 calendar days allowed under the contract.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements.

Based on the results of this inpsection final acceptance of the contract work is recommended.

December 17, 1984

Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

CON 5
#9768

Attention: Jan Miner
Credit Manager

Gentlemen or Ladies:

Thank you for your letter of December 5, 1984, informing us that your claim has been satisfied.

You state this is in reference to the F. Kelly Somers Const., Inc. & F. L. Somers Co., Inc., Contract No. 9768 for work on the Poterf Creek Culvert Section of the Florence-Eugene Highway in Lane County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

cc: F. Kelly Somers Const. Inc.,
& F. L. Somers Co., Inc.
2200 SW 19th Street
Gresham, OR 97030

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

NOTED ON CARD
12-17-84 kjm

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
OCT 29 1984
MORSE BROS. INC.
LEBANON

October 25, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9768

Morse Bros.
P. O. Box 7
Lebanon, OR 97355

Attention: R. H. Bellinger
Administrative Vice President

Gentlemen:

This will acknowledge a copy of your letter dated October 16, 1984, with attached Notice of Claim to the Secretary of State concerning the following Highway Division contract:

FILED BY:	Morse Bros., Inc.
AMOUNT:	$21,157.11 plus late payment charges
FOR:	Labor and material
AGAINST (Prime contractor)	F. Kelly Somers Const. Inc., and F. L. Somers Co., Inc.
CONTRACT NO.:	9768
PROJECT:	Poterf Creek Culvert Section Florence-Eugene Highway Lane County
SURETY:	Employers Insurance of Wausau

We will advise the surety and the prime contractor of the receipt of this claim.

Please advise this office when your claim has been paid.

We have received a copy of a letter dated October 19, 1984, from F. Kelly Somers Construction transmitting a check for $20,882.01. We assume this is in payment for the above claim.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: F. Kelly Somers Const. Inc.,
& F. L. Somers Co., Inc.
2200 S. W. 19th Street
Gresham, OR 97030

Employers Insurance of Wausau
9400 S. W. Beaverton Highway, Suite 300
Beaverton, OR 97005

731-0146

9768 CL 84-197

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 30 1984
NORMA PAULUS
SECRETARY OF STATE

October 25, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9768

Morse Bros.
P. O. Box 7
Lebanon, OR 97355

Attention: R. H. Bellinger
Administrative Vice President

Gentlemen:

This will acknowledge a copy of your letter dated October 16, 1984, with attached Notice of Claim to the Secretary of State concerning the following Highway Division contract:

FILED BY: Morse Bros., Inc.

AMOUNT: $21,157.11 plus late payment charges

FOR: Labor and material

AGAINST (Prime contractor) F. Kelly Somers Const. Inc., and F. L. Somers Co., Inc.

CONTRACT NO.: 9768

PROJECT: Poterf Creek Culvert Section
Florence-Eugene Highway
Lane County

SURETY: Employers Insurance of Wausau

RECEIVED
OCT 31 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We will advise the surety and the prime contractor of the receipt of this claim.

Please advise this office when your claim has been paid.

We have received a copy of a letter dated October 19, 1984, from F. Kelly Somers Construction transmitting a check for $20,882.01. We assume this is in payment for the above claim.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. This claim has been filed with you directly by Morse Bros.

NOTED ON CARD
11-28-84 kjm

cc: F. Kelly Somers Const. Inc.,
& F. L. Somers Co., Inc.
2200 S. W. 19th Street
Gresham, OR 97030

Employers Insurance of Wausau
9400 S. W. Beaverton Highway, Suite 300
Beaverton, OR 97005

MORSE BROS.

Corporate Administrative Office

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

October 16, 1984

OREGON PUBLIC CONSTRUCTION
NOTICE OF CLAIM

Mrs. Norma Paulus
Secretary of State
Salem, Or 97310

RE: Claim on Bond #2350-23-040673C
General Contractor: F. Kelly Somers Construction, Inc.
OSHD Job No 9768--Poterf Creek Culvert Section on the Florence-Eugene Hwy

Dear Mrs. Paulus:

Enclosed is claim on bond which is being filed by MORSE BROS., INC. upon the bond filed by F. Kelly Somers Construction, Inc. as general contractor of the Oregon State Highway Division, Oregon Department of Transportation, Contract No. 9768.

This claim is made at this time due to the fact that the general contractor has been paid by the State for materials, equipment and labor our company has provided them, but in turn Somers has not paid MORSE BROS., INC.

Very truly yours,

MORSE BROS., INC.

R. H. Bellinger
Administrative Vice-President

RHB:jlm
Enclosure

cc: Robert Gormsen - Manager
Commission Services

Employers Insurance of Wausau
9400 SW Beaverton Hwy, Suite 300
Beaverton, Or 97005

F. Kelly Somers Construction, Inc.
2200 SW 19th St
Gresham, Or 97030

RECEIVED
OCT 17 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED
P 422 434 867
MAIL

P. O. Box 7 • Lebanon, OR 97355 451-5141

MORSE BROS.
Corporate Administrative Office

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

October 16, 1984

OREGON PUBLIC CONSTRUCTION
NOTICE OF CLAIM

"To F. Kelly Somers Construction, Inc. and Mrs. Norma Paulus, Secretary of State

NOTICE IS HEREBY GIVEN that the undersigned MORSE BROS., INC. has a claim for asphalt paving including material, equipment and labor furnished and performed by MORSE BROS., INC. by and through its officers and employees in the sum of $21,157.11 plus late payment charges against the bond taken from F. Kelly Somers Construction, Inc. and Employers Insurance of Wausau. The above mentioned work was done on the Poterf Creek Culvert Section on the Florence-Eugene Highway in reference to Oregon State Highway job contract No. 9768 awarded 3/16/84.

This notice is being filed with the Secretary of State's office for the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 279.528.

MORSE BROS., INC.

By R H Belling
R. H. Bellinger
Administrative Vice-President

RECEIVED
OCT 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P. O. Box 7 • *Lebanon, OR 97355* • *Phone (503) 451-5141*

F. Kelly Somers Construction, Inc.
2200 S.W. 19th St.
Gresham, Or. 97030
(503) 661-4946

Oct. 19,1984

Morse Bros.
P.O. Box 7
Lebanon, Or. 97355

Re; Poterf Creek Culvert Project.

Dear Sirs;

Enclosed is our check # 4081 in the amount of $20,882.01. This is broken down as follows, 529.86 Tons at $39.25 per Ton. Plus $85.00 for one approach.

As per your charge for stand by this as you are aware was work that had to be done immediately prior to paving. We did this work as quickly as was possible and we feel no obligation to pay this.

Sincerely,

F. Kelly Somers
F. Kelly Somers

cc; Wausau Ins.
Kobin & Meyer P.C.
Robert Gormsen Manager
Commission Sercies ODOT

NOTED ON CARD
10/26/84 slp

RECEIVED
OCT 23 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

HIGHWAY
FLORENCE-EUGENE

FEDERAL AID PROJECT NO.
HES 0025006

SECTION
POTERF CREEK CULVERT

	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVI
001	1P MOBILIZATION	LUMP SUM	5000.0000	100.000	5000.00	
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	2500.0000	100.000	2500.00	
003	1P TEMPORARY SIGNS	SQ FT	5.0000	151.000	755.00	
004	1P TEMPORARY BARRICADES	EACH	50.0000	5.000	250.00	
005	1P TEMP CON RAIL TRAFFIC BARRIERS REFLEC	LIN FT	9.0000	300.000	2700.00	
006	1P TEMP GUARD RAIL TYPE 1 MODIFIED REFLEC	LIN FT	12.0000	50.000	600.00	
007	1P TEMPORARY MODIFIED CONC BARRIERS REFLEC	LIN FT	25.0000	63.000	1575.00	
08	1P PORTABLE TRAFFIC SIGNALS	LUMP SUM	1500.0000	100.000	1500.00	
009	1P TEMPORARY PLASTIC SAFETY MARKERS	EACH	75.0000	9.000	675.00	
010	1P FLAGMEN	HOUR	14.0000	574.500	8043.00	
011	1P BRIDGE REMOVAL WORK	LUMP SUM	2000.0000	100.000	2000.00	
012	1P EMBANKMENT FOUNDATION EXCAVATION	CU YD	3.5000	174.300	610.05	
013	1P EMBANKMENT IN PLACE	CU YD	3.5000	315.600	1104.60	
014	1P TRENCH EXCAVATION	CU YD	2.5000	248.500	621.25	
015	1P AGGREGATE BASE	TON	10.0000	361.160	3611.60	
015	8P AGGREGATE BASE	TON	10.0000	12.080	120.80	
0[illegible]	1P CL C ASPH CONCR	TON	39.5000	236.880	9356.76	
016	8P CL C ASPH CONCR	TON	39.5000	292.980	11572.71	
017	1P CONCRETE IN WALLS	CU YD	250.0000	40.590	10147.50	
018	1P REINFORCEMENT IN WALLS	LB	.3000	6,228.000	1868.40	
019	1P 24-INCH CULVERT PIPE	LIN FT	50.0000	51.000	2550.00	
020	1P 102-INCH ARCH TYPE PIPE	LIN FT	200.0000	79.000	15800.00	
020	8P 102-INCH ARCH TYPE PIPE	LIN FT	200.0000	4.000	800.00	
021	1P BEDDING MATERIAL	CU YD	10.0000	117.100	1171.00	

RECEIVED
OCT 23 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9768

1

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-25(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division [illegible]

4. PROGRAM NO.

5. ITEM NO. 10185

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-23-84

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
Florence / Eugene Highway at Poterf Creek Section

11. GENERAL DESCRIPTION OF WORK
Portable traffic signal testing and turn-on.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, the advance authorization date of 7-23-84 as requested in Mr. Fredrickson's letter of 8-30-84 as being cost effective for the use of State forces to proceed with the above work is approved. State Force Order No. 3 is approved for a TEC of $800 Federal Funds $720.

RECEIVED
STATE HWY ENGR
SEP 17 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
9/18

14. DATE 9/14/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessmer

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7768

62
N

ROAD DESIGN SECTION 378-6558

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

August 14, 1984

J. H. Versteeg
Road Design Engineer

File 54085
Poterf Creek Bridge Section
Florence-Eugene Highway
Lane County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By: JBS
J. B. Sevey
R/W Descriptions Coordinator

JBS:rlr
Attachments

9761

F

April 12, 1984

F. Kelly Somers Const. Inc., and
F. L. Somers Co., Inc.
2200 S.W. 19th Street
Gresham, OR 97030

CON 5
#9768

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9768 for work on the Poterf Creek Culvert Section of the Florence-Eugene Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. O. Fredrickson
Walt Hart
Robert Church
Jan Peterson
James Gix
Doug Greene

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 29, 1984

In Reply Refer to
File No.:

F. Kelly Somers Construction, Inc.
2200 SW 19th Street
Gresham, OR 97030

Attn: Jan Somers

Re: Time Protest
Poterf Creek Culvert
Florence-Eugene Highway
Contract No. 9768

Your March 21 letter protesting commencement of calendar day count March 30 has been referred to this office for response. You base your protest on Special Provision 108.04 limiting work in "active flowing stream" between June 1 and September 30.

Your request is denied on the basis:

1) There is work outside the active flowing stream that can be done prior to June 1.

2) The specified 150 calendar days was established for this project on the basis time count starts March 30. If the specifications had been written to commence counting time June 1, the overall contract time limit would have been reduced 62 calendar days resulting in the same completion date as that in the contract specifications.

Should you have further questions regarding this contract, please address them to the Project Manager, D. W. Greene, 1849-1/2 Garden Ave., Eugene, OR 97403. Phone 686-7610.

C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

By

ORIGINAL SIGNED BY GERALD WIMER

Gerald Wimer, P.E., P.L.S.
Construction Operations Engineer

JW:mk

cc: Robert Gormsen
[illegible]

Form 734-3122

F. Kelly Somers Construction, Inc.
2200 S.W. 19th St.
Gresham, Or. 97030
(503) 661-1946

March 21,1984

Deptartment of Transportation
Transportation Building
Salem, Or. 97310
Robert Gormsen

Regarding Contract #9768 Paterf Creek Culvert

Dear Mr. Gromsen,
We have a question in regards to the above mentioned project, on the cover letter of the Contract it stated that the time would begin on March 30, 1984. But in the bid documents it mentioned that no work could begin in the stream until after June 1,1984. Since this is the type of project where almost nothing can be done until you can get into the stream it seems unjust to us for the time to start so far inadvance of availability to the job site.

Our request would be to start the time within 10 days of access to the stream, or have you waive that clause and allow work to begin after the start of contract days count.

We would appreciate your reply on this matter as soon as possible.

Sincerely,

Jim Somers

Bob sent orig. to Steve Macnab, who sent to Ulimer for reply

RECEIVED
MAR 22 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

F. Kelly Somers Construction, Inc.
2200 S.W. 19th St.
Gresham, Or. 97030
(503) 661-4946

March 12,1984

Oregon Highway Dept.
Robert Gormsen
121 Transportation Building
Salem, Or. 97310

Re; Poterf Creek Culvert Minority and Women Business Goals. #9768

We would like to list the following contractors as our subs on the affore mentioned projects.

JMS Services Unlimited Inc.
2200 S.W. 19th St.
Gresham, Or. 97030
Flagging Item # 10 $2,880.00

Arrow Brothers Corp.
AGC Center #310
9450 S.W. Commerce Circle
Wilsonville, Or. 97070
Guardrail $11,280.00

We will send signed copies of the subcontract at which time we have gotten them signed.

Sincerely,

F. Kelly Somers

F. Kelly Somers

RECEIVED
MAR 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

F

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

LOC 3

TO: FILES

DATE: April 5, 1984

HSCoulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 8, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened March 8, 1984 on the following projects:

1. District 13 Rock Production
   Baker and Wallowa Counties
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. District 9 Rock Production
   Gilliam and Morrow Counties
   Aggregate Crushing

   Same as No. 1.

3. District 12 Rock Production
   Grant, Morrow and Umatilla Counties
   Aggregate Crushing

   Same as No. 1.

4. District 14 Rock Production
   Harney and Malheur Counties
   Aggregate Crushing

   Same as No. 1.

5. District 11 Rock Production
   Klamath Lake and Harney Counties
   Aggregate Crushing

   Same as No. 1.

81-125-1387

6. Poterf Creek Culvert
   Florence-Eugene Highway, Lane County
   Grading, Paving and Culvert

   Twelve-foot lanes with five-foot shoulder bike lanes to be constructed.

7. Burns Junction Truck Scale
   I.O.N. Highway, Malheur County
   Truck Scale Installation

   Same as No. 1.

8. Dodson O'Xing
   Columbia River Highway, Multnomah County
   Bridge Deck Overlay

   Same as No. 1.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9766

rll

U. S. DEPARTMENT OF TRANSPORT N
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-25(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10185

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-13-84

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:

Poterf Creek Culvert

11. GENERAL DESCRIPTION OF WORK

Program Change and Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 3-7-84 this will confirm the advance approval date of 2-13-84 adding to the character of proposed work "Utility Adjustments."

Also, as requested, this will confirm the advance approval date of 2-13-84 to proceed with the actual adjustments for the power pole relocation for Emerald Peoples Utility District on an actual cost basis estimated to be $941 - Federal Funds $847.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ON 3/29

14. DATE 3-14-84

15. SIGNATURE OF APPROVING OFFICIAL Robert B. Hathaway

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

March 7, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Power Pole Relocation
Emerald Peoples Utility District
Poterf Creek Culvert
Florence-Eugene Highway
Lane County
Project No. HES-25(6)

Here is a copy of an estimate of cost to adjust Emerald Peoples Utility District's facilities dated February 7, 1984, and a sketch showing their proposed relocation.

A certification prepared by John E. Christopherson as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated January 17, 1984 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February 13, 1984 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $941.

JMC/GAP/llr
Enclosure
cc: ✓E. S. Hunter
J. M. Cartwright
J. E. Christopherson

RECEIVED
TECHNICAL SERVICES
MAR 9 '84
REFER TO
FOR
File
Act
Sign
D/R
R/D
Invest
Info

rll
~~7768~~

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-25(6)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10185

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY. ENGR.
MAR 12 '84
REFER TO Potter
FOR
Info. Insp. R/O D/R Sign Act File

orig w/ att. 3/13

7. DATE AUTHORIZATION EFFECTIVE 2/15/84	8. FEDERAL ROUTE NUMBER Primary 25	9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
Florence/Eugene Highway at Poterf Creek Section

11. GENERAL DESCRIPTION OF WORK
Grading, paving and culvert

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 2/9/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 2/13/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $115,735, Federal Funds $104,161.

A signed copy of the Title Sheet is returned herewith.

14. DATE 2/15/84	15. SIGNATURE OF APPROVING OFFICIAL G. K.	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

170-6

February 13, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: Wallace N. Bryant,
Area Engineer

RECEIVED
TECHNICAL SERVICES
FEB 21 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Power Pole Relocation
Emerald Peoples Utility District
Poterf Creek Culvert
Florence-Eugene Highway
Lane County
Project No. HES-25(6)

NOTED
E. S. HUNTER

Dear Mr. Bryant:

Confirmation of your verbal authorization for the Emerald Peoples Utility District to proceed with the relocation of their power pole in conflict with this project as of February 13, 1984 is requested. An estimate of cost has been received from the District in the amount of $950. The estimate is presently being processed and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
February 13, 1984 is approved

Wallace N Bryant
Wallace N. Bryant, Area Engineer

JMC/lr
cc: E. S. Hunter
~~D. E. Swan~~
James J. Gix
J. E. Christopherson
Pete Gonzalez

RECEIV
R/W & UTILITY

63

ROAD DESIGN SECTION DES 16

J. H. Versteeg
Road Design Engineer

February 7, 1984

NOTE: A. L. BRUMMITT

Versteeg
Anderson
Adams
Macnab M
Steudenmeyer
Turpin
Trout
Wakefield

RECEIVED
FEB 8 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Don Adams
Final Design Engineer

Value Engineering Study
Poterf Creek Culvert Section
Florence-Eugene Highway
Lane County

The recommendations of the Value Engineering Team for redoing the project cost have been reviewed by Fred Eriksen, Design Supervisor, and me.

It was proposed to slope the ends of the two 102-inch pipe arches instead of using concrete headwalls as originally planned, and thereby save $1,000. This proposal is not cost effective, since the sloped culvert ends would extend beyond the present right-of-way, requiring additional right-of-way. The right-of-way and acquisition costs would, without doubt, exceed the anticipated savings.

It was proposed to reduce the surfacing design on the shoulder widenings which will serve as a bikeway. Since shoulder widening projects to provide for bikeways have been constructed to the east and west of this project with thinner surfacing designs, this proposal has merit and will be incorporated in the project.

Traffic control on the project was originally planned to be handled by flagmen. It was proposed that a substantial reduction in flagging time could be made by using portable traffic signals. We find that portable traffic signals, recently approved for use in Oregon, are acceptable for temporary traffic control and using them could reduce flagging costs considerably.

The site was reviewed by the Region III Traffic Engineer and it was decided that portable signals would satisfactorily control traffic. The portable signals will be used for approximately 5 days for one-way traffic while the existing bridge is being removed, one-half at a time, and the roadway fill constructed. When the roadway has been completed in the "bridge area", two-way traffic will be restored. The remainder of the construction will be accomplished with flaggers controlling traffic.

FE:ja

Attachment (VE Report)

TEAM I - SALEM, OREGON

DECEMBER 12-16, 1983

VALUE ENGINEERING FOR HIGHWAYS

MASTER COPY

U.S. Department
of Transportation

**Federal Highway
Administration**

STUDY WORKBOOK

POTERF CREEK CULVERT

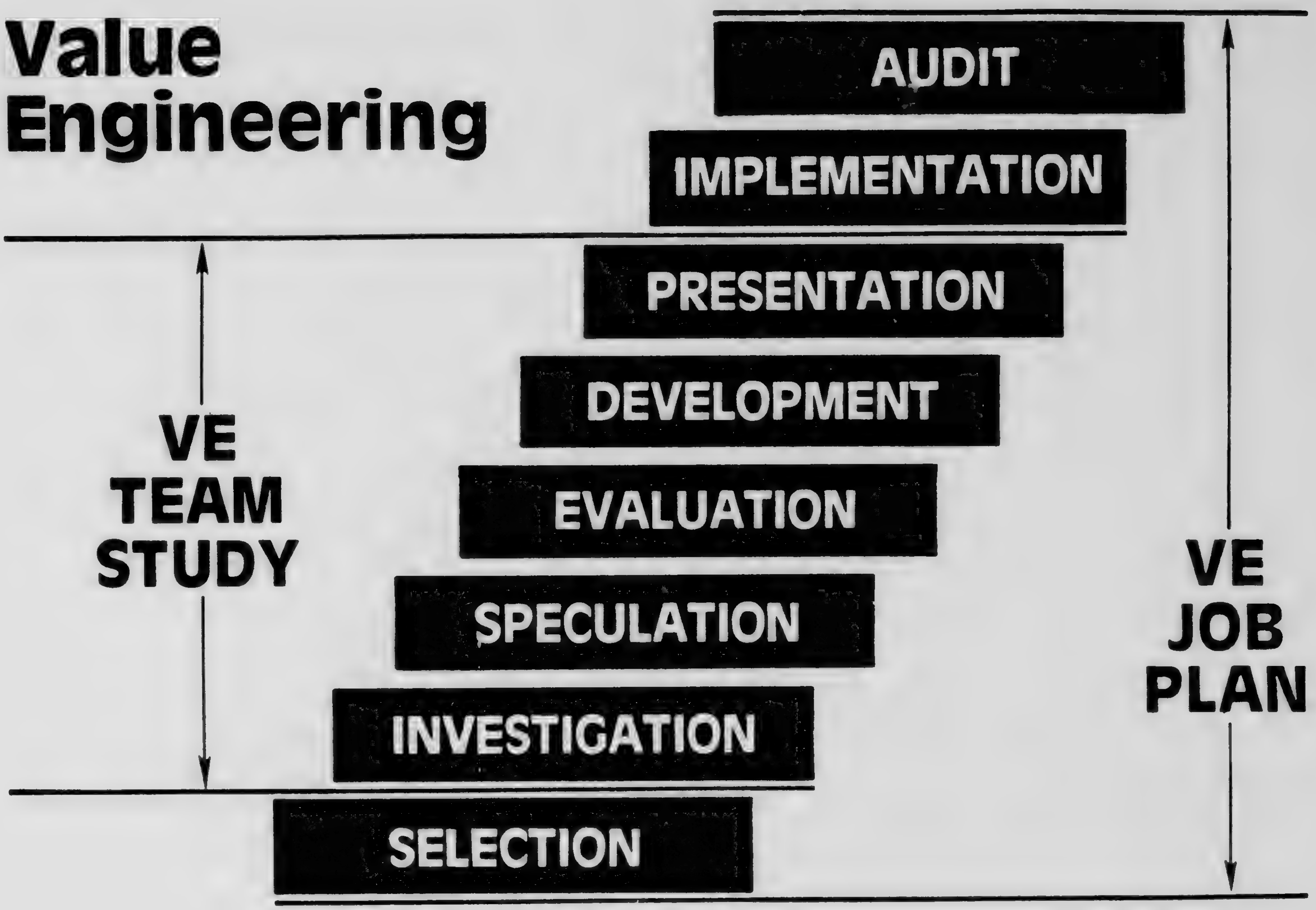
name of study

LANE COUNTY, OREGON

VALUE ENGINEERING TEAM # 1

SALEM, OR.

Value Engineering



AUDIT

IMPLEMENTATION

PRESENTATION

DEVELOPMENT

EVALUATION

SPECULATION

INVESTIGATION

SELECTION

VE TEAM STUDY

VE JOB PLAN

SHEET 1 OF 16

STUDY ID	PROJECT NUMBER 20 - 1909	STUDY DATE 12/16/83

PROJECT LOCATION (TERMINI)
M.P. 37.40 - M.P. 37.52
FLORENCE - EUGENE HWY., LANE CO.

TEAM MEMBERS

NAME	TITLE	ORGANIZATION	TELEPHONE
Mark Beeson	Location Desn.	OSHD ~ Metro	(503) 653-3225
Mike Borresen	Maintenance	Washington Co.	640-3553
Glenn Boyle	Bitum. Design	OSHD ~ Matls.	378-2621
Tom Bricher	Spec. Writer	OSHD ~ Design	378-6291
Dick Leu	Road Designer	OSHD ~ Design	378-6275
Larry Nicholas	Co. Engr., Adimin.	Multnomah Co.	248-3684

DESCRIBE PROJECT

LENGTH 0.12 mi.
COST $124 k
TYPE OF FUNDS Federal

MAJOR PROJECT ELEMENTS: Removal of Existing Bridge and Construction of Pipe Arches; Replace Roadway

DESIGN SPEED	PROJECTED TRAFFIC	PROJECTED AWARD DATE
55 MPH	ADT 2,700 DHV	MARCH 1984

ROUTE CONDITION / GEOMETRY

ADJACENT SEGMENTS:	OVERALL ROUTE:
Curves	Primary State

SHEET 2 OF 16

study ID 20 - 1909	INVESTIGATION PHASE APPROVAL AUTHORITY / INFORMATION SOURCES

LIST NAME(S) OF THOSE HAVING RESPONSIBILITY FOR THE PROJECT, AND THE AUTHORITY TO APPROVE THE CHANGES RECOMMENDED HEREIN:

(name)	(position)	(telephone)
		(503)
Hal Versteeg	Road Design Engr.	378-6558
Don Adams	Road Design Supr.	378-6558
Fred Eriksen	Road Design Team Chief	378-6558

PERSONAL CONTACTS:

CONTACT	TELEPHONE	NOTES
Fred Eriksen	(503) 378-6558	No justification for bridge, back for possible widening.
Tom Eppler	653-1958	Port. Sigs. $665/wk. full time
John Wood	378-2812	HBR Funds not justified, poor alignment, bridge good for many years
Dick Bladorn	373-7105	Started as guard rail project, then widen structure, now approved as bridge replacement
Tom Edwards	378-6558	Bikeway; Safety project
Dick Singer	378-8391	Primary Rec. bike route on state master plan
Paul Galloway	378-6291	Specs not written, debating bridge or culvert
Glen Abernathy	378-6551	widen 4 feet each side. $41k (Incl. 20% E. & C.)
John Scofield	378-2560	3:1 Slopes on shldrs., 6" agg. base, 3" a.c. for bikes

DOCUMENT ABSTRACT:

REFERENCES	NOTES
Preliminary Estimate Field Notes ½ Size and Full Size Const. Plans Utility Reports Location Photos Base and Surfacing Design Cross-Sections of Hwy. and Channel	

SHEET 3 OF 16

study ID	INVESTIGATION PHASE
20-1909	COST / FUNCTION OF MAJOR DESIGN ELEMENTS

- USING PARETO'S LAW, LIST THE BID ITEMS THAT CONSTITUTE 80% OF PROJECT COST.
- USING THE TWO-WORD ABRIDGEMENT, ASSIGN FUNCTIONS TO EACH OF THE BID ITEMS LISTED.

ITEM	COST	FUNCTION
Embankment	$16,000	Maintain Grade / Support Loads
Drainage	33,680	Routing Fluid
Pavement Structure	33,660	Transmit Loads
Maint. of Traffic	21,750	Provide Safety

- FROM THE REMAINING 20% OF THE COST ESTIMATE, SELECT ITEMS THAT MIGHT HAVE SOME SIGNIFICANT SAVINGS OPPORTUNITIES THROUGH REPEATABILITY ON OTHER PROJECTS.
- LIST THESE AND SHOW AN ESTIMATED ANNUAL COST.
- ASSIGN FUNCTIONS.

ITEM	ANNUAL COST	FUNCTION
Guard Rail	$1.8 M ('82)	Improve Safety

study ID	INVESTIGATION PHASE
20 - 1909	COMBINE AND RANK FUNCTIONS

BASIC FUNCTION OF OVERALL PROJECT: Reduce Accidents

- GROUP LIKE FUNCTIONS FROM PRECEDING PAGE.
- COMBINE COSTS.
- RANK FUNCTIONS BY COST.

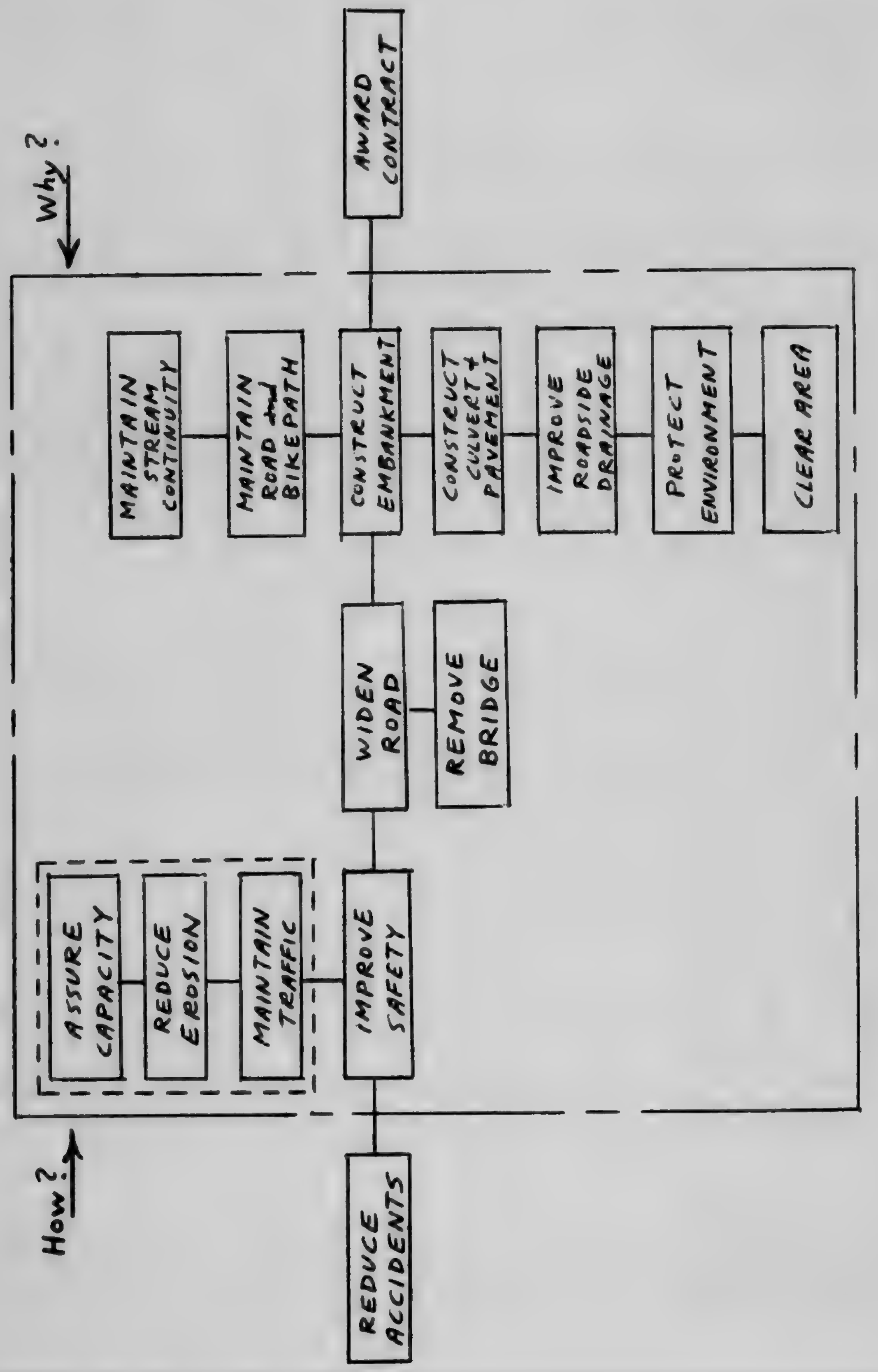
FROM THE 80% GROUPING

FUNCTIONS	COST
Maintain Grade/ Support Loads (Embankment)	$16,000
Routing Fluids (Drainage)	33,680
Transmits Loads (Pavement Structure)	33,660
Provide Safety (Maint. of Traffic)	21,750

FROM THOSE WITH SIGNIFICANT ANNUAL COSTS

FUNCTIONS	ANNUAL COST
Improve Safety (Guard Rail)	$1.6 M ('82)

study ID	INVESTIGATION PHASE
20-1909	FAST DIAGRAM OF EXISTING PLANS


How?
Why?
REDUCE ACCIDENTS
IMPROVE SAFETY
MAINTAIN TRAFFIC
REDUCE EROSION
ASSURE CAPACITY
WIDEN ROAD
REMOVE BRIDGE
CONSTRUCT EMBANKMENT
AWARD CONTRACT
MAINTAIN ROAD and BIKEPATH
MAINTAIN STREAM CONTINUITY
CONSTRUCT CULVERT + PAVEMENT
IMPROVE ROADSIDE DRAINAGE
PROTECT ENVIRONMENT
CLEAR AREA

study ID

20 - 1909

INVESTIGATION PHASE

VALUE INDEX

- FROM PREVIOUS PAGE, LIST FUNCTIONS, REFINE IF NECESSARY, ESTABLISH A FUNCTIONAL COMPARATIVE, ESTIMATE WORTH, CALCULATE THE VALUE INDEX, AND DETERMINE THE SAVINGS POTENTIAL FOR EACH.

FUNCTION			COST		WORTH		VALUE INDEX	VALUE OPPORTUNITY
verb	noun	B/S	ITEM	$	FUNCTIONAL COMPARATIVE	$	cost/worth	POTENTIAL SAVINGS
MAINTAIN	GRADE	B	EMBANKMENT	16K	WIDEN BRIDGE	25K	2:1	25K
ROUTING	FLUID	B	DRAINAGE	34K	WIDEN BRIDGE			
TRANSMIT	LOADS	S	PAVEMENT STRUCTURE	34K	OIL MAT	11K	3+:1	23K
PROVIDE	SAFETY	S	MAINT. OF TRAFFIC	22K	WOOD SIGNS	1K	22:1	21K

SHEET 7 OF 16

study ID 20 - 1909

SPECULATION PHASE

IDEA LIST

LIST ALL IDEAS FOR THE FUNCTION MAINTAIN ROUTING (verb) GRADE / FLUID (noun)

~~1. At grade crossing~~
~~2. Ford stream~~
~~3. RR cars~~
*4. Widen extg. bridge, jack, remove o'lay
*5. Arch culverts
*6. Multiple culverts
~~7. Box culvert~~
~~8. New bridge~~
~~9. Flow thru emb.~~
~~10. Relocate salv. bridge~~
~~11. Bailey bridge~~
~~12. Move river~~
~~13. Lower river bed~~
*14. Extend culverts / elimin. headwalls
~~15. Design for lower freq. storm (10 yrs ?)~~
16. Narrower lanes and rail
17. Add gd. rail at bridge
~~18. Channel~~ change
~~19. Timber bridge~~
~~20. Log bridge~~
~~21. Two level structure~~
22. One bike lane
23. Prestressed bridge
24. Prestressed slab widen.
25. Snap on bike paths
26. Add on wood deck
27. Cant. metal widening
28. Rock fill in place of dirt
~~29. Struct. steel bridge~~
30. Rein. conc. bridge
~~31. Glu-lam~~ beams
32. Re-align road
33. Reinf. earth abut.
34. Bin walls - timber, gabions
~~35. sono tubes, steel casing~~
~~36. No bikes~~
37. Load limit reduced
38. Signals
39. Conc. rib deck
*40. Separate bike paths using arch pipes
~~41. Turn road~~ into bike - paths

TRANSMIT LOADS

*1. CTB + a.c.
*2. PMBB + a.c.
3. full depth a.c.
~~4. recycle a.c.~~
~~5. dirt~~
~~6. cobbles~~
~~7. gravel~~
~~8. crushed rock~~
~~9. cordouroy~~
~~10. pave on extg. ground~~
11. grind pavement off deck
12. Geotextile fabric subg.
*13. Design shldrs. for bikes only
~~14. Macadam, 0-11~~
~~15. Road mix~~
~~16. Reinf. soil~~
17. Lime stabilization
~~18. Waste oil~~
~~19. Bark dust~~
~~20. sand~~
~~21. straw~~
~~22. planks~~
~~23. 4 wheel drive only~~
~~24. Conc. pavement~~
~~25. prestressed pvmnt.~~
~~26.~~ Lt. wt. conc.
~~27. cinders~~
~~28. soil cement~~
~~29. sulfur~~ ext. asphalt
~~30. FOAMIX~~
~~31. reclamite~~
~~32. sod~~

PROVIDE SAFETY

*1. Detour on extg. roads
*2. Portable trfc. sig.
~~3. Lower speed limit~~
~~4. Law enforcement~~
~~5. Day time closure~~
*6. Flag by day / open nite
7. Conc. barrier
~~8. Volunteer labor~~
9. Delin., striping, cones, buttons, barrels
~~10. No control~~
~~11. Airplanes~~

(USE ADDITIONAL BLANK SHEETS, AS NECESSARY)

SHEET 8 OF 16

study ID 20 - 1909	EVALUATION PHASE FEASIBILITY / SUITABILITY EVALUATION

FEASIBILITY: REVIEW ALL THE IDEAS GENERATED IN THE SPECULATION PHASE. BEFORE YOU ELIMINATE ANY, ASK THE FOLLOWING QUESTIONS.

1. Can it be made to work ?
2. What are the development and implementation costs ?
3. Will it have a chance of being accepted ?
4. Is there time for implementation ?

NOW, ELIMINATE THE UNSOUND, COSTLY, UNACCEPTABLE, AND PERHAPS, RIDICULOUS IDEAS AND GO ON TO THE NEXT STEP.

SUITABILITY: Select the most feasible idea or combination of ideas for further consideration. Check (✓) the best ideas.

IDEA	ADVANTAGES	DISADVANTAGES
WIDEN EXTG. BRIDGE	NO STAGING, UTILIZES EXTG. BRIDGE	MAINTENANCE, REHAB. TO EXTEND LIFE
TWIN ARCH CULVERTS WITH HEADWALLS	RAPID CONST., LOW UNIT COST, LONG LIFE	WASH OUT, DEBRIS COLLECTS
MULTIPLE CULVERTS	LOWER UNIT COST THAN ARCH TYPE, FASTER CONST.	MORE DEBRIS COLLECTS, CONFLICT WITH EXTG. BR.
EXTEND CULVERTS ELIM. HEADWALLS	RAPID CONST., LOWEST COST	MORE EMB., NEED RIPRAP, R/W, COLLECTS DEBRIS
SEPARATE BIKE PATHS ON CULV. AWAY FROM BR.	LESS CULVERT LENGTH AND EMB.	REQUIRES R/W, BIKES CROSSING HWY.
CTB + a.c.	THINNER SEC., LESS EMB.	REFLECTIVE CRACKING, SMALL QTY, HI PRICE
PMBB + a.c.	THINNER SEC., LESS EMB.	MORE COSTLY THAN AGG BASE
REDUCE PAVING ON SHLDRS.	REDUCE COSTS, THINNER SEC., LESS EMB.	WEAKER SEC. ON SHLDRS.
ONE WAY TRAFFIC WITH PORTABLE SIGS.	SAVE ON FLAGGING COSTS AND SAFER	POSSIBLE SIG. FAIL., TIMING CHANGES
ONE WAY TRAFFIC WITH FLAGGERS	POSITIVE CONTROL	MORE COSTLY THAN SIGS.
DETOUR TRAFFIC ON ALT. ROUTE	CHEAPEST OF ALL AND EASIEST FOR CONST.	INCONVENIENCE TO MOTORISTS, HARD ON ROAD

SHEET 9 OF 16

study ID

20 - 1909

EVALUATION PHASE

FINAL RANKIMG

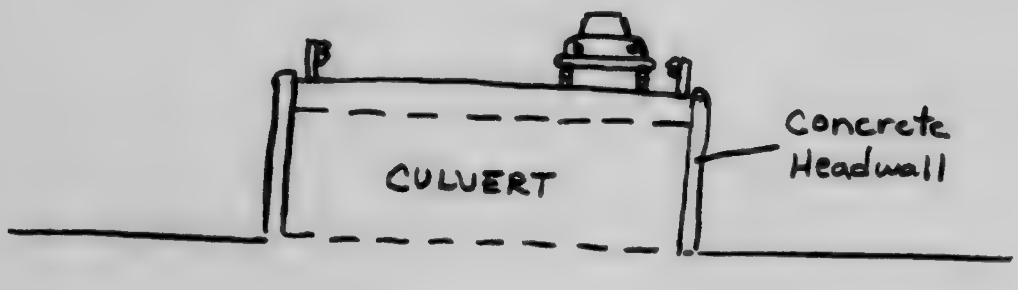
List the best ideas from suitability evaluation.
Determine which one ranks best against desired criteria.
WORK DOWN ! !

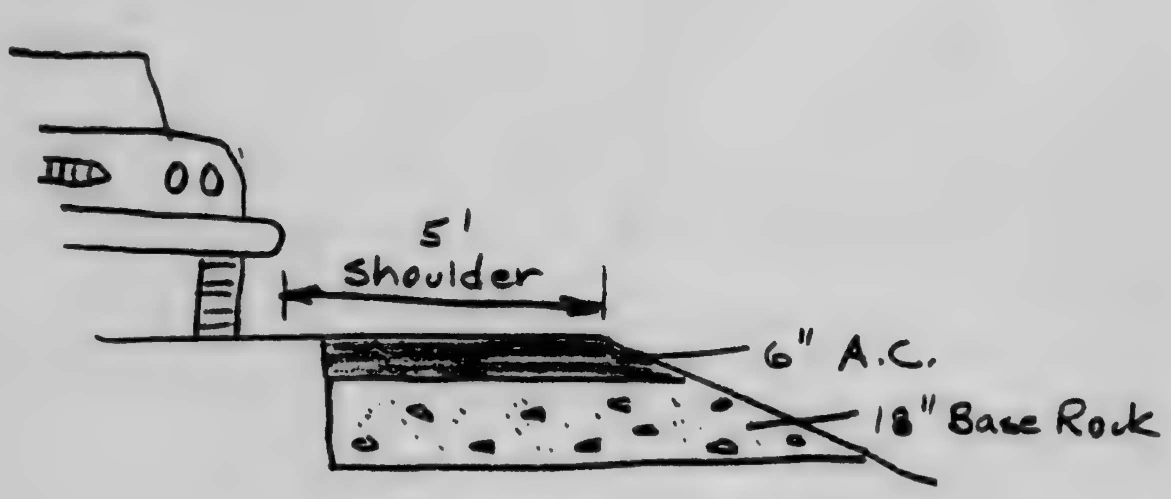
5 = superior
3 = average
1 = poor

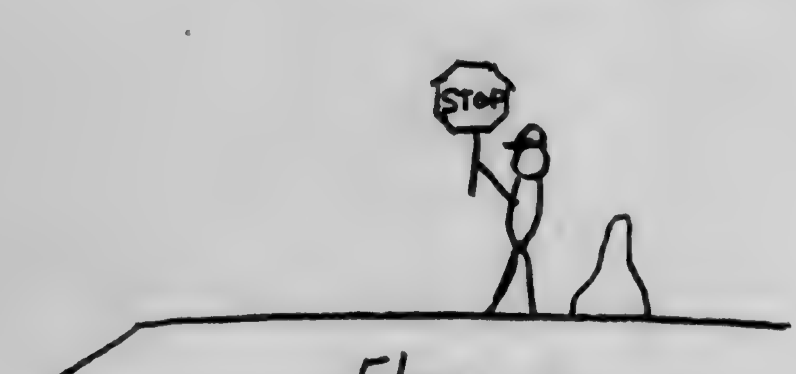
	OBJECTIVES OR CRITERIA														
	SAFETY	ACCEPTABILITY	COST	MAINTENANCE	CONST. TIME	MAINT. OF TRFC.					TOTAL	RANKING	USE NOW	REJECT	Modify how ?
ALTERNATIVES / WEIGHT	10	5	8	1	2	3									
WIDEN EXTG. BRIDGE	3 / 30	4 / 20	3 / 24	3 / 3	2 / 4	3 / 9					90	5		X	
TWIN ARCH CULV. W/HDWL.	5 / 50	5 / 25	3 / 24	5 / 5	3 / 6	1 / 3					113	2			
MULT. CULVERTS	5 / 50	3 / 15	4 / 32	3 / 3	3 / 6	2 / 6					112	3			
EXTEND CULV. ELIM. HEADWALLS	5 / 50	5 / 25	3 / 24	4 / 4	4 / 8	2 / 6					117	1	X		
SEP. BIKE PATH ON CULV. AWAY FM. BR.	2 / 20	2 / 10	5 / 40	5 / 5	5 / 10	5 / 15					100	4		X	
CTB + a.c.		4 / 20	4 / 32	3 / 3	3 / 6	2 / 6					67	2			Check Cost
PMBB + a.c.		4 / 20	3 / 24	4 / 4	3 / 6	2 / 6					60	4		X	
Reduced Section on Shldrs.		3 / 15	5 / 40	2 / 2	5 / 10	4 / 12					79	1	X		
Proposed Pavement Design		5 / 25	2 / 16	4 / 4	3 / 6	3 / 9					60	3			
ONE WAY TRAFFIC WITH PORT. SIGS.	4 / 40	4 / 20	4 / 32		3 / 6	3 / 9					107	1	X		
ONE WAY TRAFFIC WITH FLAGGERS	3 / 30	5 / 25	2 / 16		3 / 6	2 / 6					83	3		X	
DETOUR TRAFFIC ON ALT. ROUTE	2 / 20	2 / 10	5 / 40		5 / 10	4 / 12					92	2			

SHEET 10 OF 16

study ID 20 - 1909	DEVELOPMENT PHASE DESIGN ELEMENT SELECTED FOR STUDY - - SKETCH AND DESCRIPTION


CULVERT
Concrete Headwall

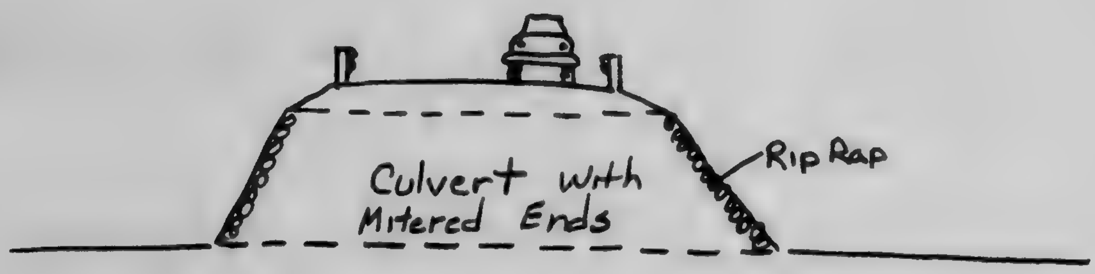

5'
Shoulder
6" A.C.
18" Base Rock

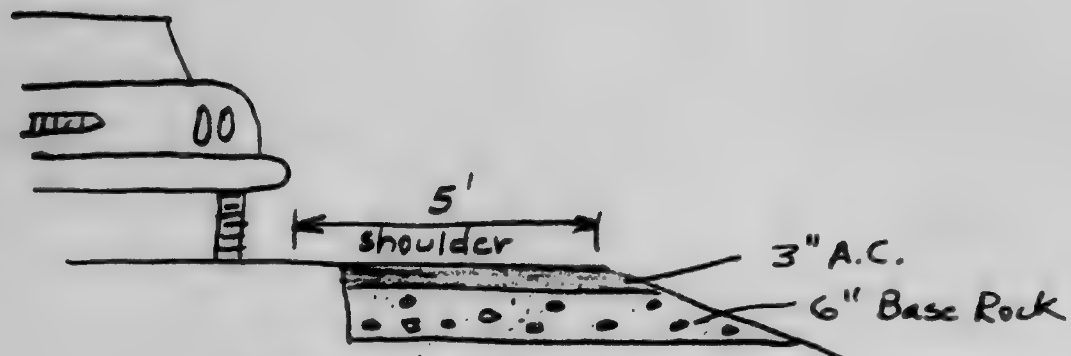


Flagging

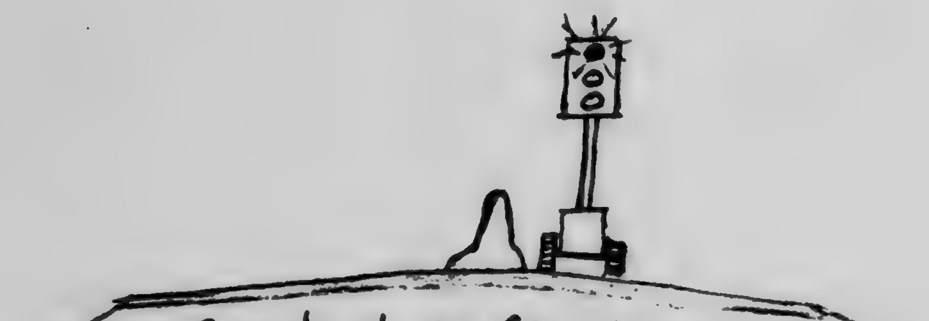
SHEET 11 OF 16

study ID	DEVELOPMENT PHASE
20-1909	RECOMMENDED ALTERNATIVE - - SKETCH AND DESCRIPTION


Rip Rap
Culvert with Mitered Ends


5'
shoulder
3" A.C.
6" Base Rock

Reduced Shoulder Section



Signalized Traffic Control

SHEET 12 OF 16

study ID 20-1909

DEVELOPMENT PHASE

VE COST COMPARISON

ITEM	DESCRIPTION OF MODIFICATIONS	$ (THOUSANDS)				TRADEOFF
		BEFORE	AFTER	SAVINGS	%	
1.	Extend Arch Pipes, Eliminate Headwalls	42.545	41.500	1.045	0.8	R/W Req'd.
2.	Reduce Pavement and Base Thickness on Shoulders	21.940	6.970	14.970	12.1	Weaker Section
3.	Portable Traffic Signals in Lieu of Flaggers	16.560	8.664	7.896	6.4	Possible Signal Malfunction
TOTALS: (PROJECT) (PAGE)		81.045	57.134	23.911	19.3	

SHEET 13 OF 16

study ID	DEVELOPMENT PHASE
20-1909	NOTES AND DISCUSSION

Use this page as appropriate: for discussion, life-cycle cost calculations, commentary on agency application of standards, specifications, traffic projections, etc.

The small savings potential may not justify additional R/W acquisition costs associated with pipe arch extensions in lieu of headwalls.

5' shoulders are not suitable for emergency parking. The minimum section proposed is adequate for bicycle use which is a requirement of this project.

Recently approved portable traffic signals with automatic sequence phasing are a suitable application at significantly lower costs for construction traffic control.

SHE. 14 OF 16

study ID

20 - 1909

DEVELOPMENT PHASE

SUMMARY AND RECOMMENDATIONS

CONCLUSION AND RECOMMENDATIONS:

1. No recommendation is indicated for extending the proposed pipe arch culverts.

2. The shoulders are over designed for bicycle use. The recommended section will meet requirements.

3. Conventional flagging is labor intensive and will not compete favorably with the recommended portable signals.

SUMMARY OF SAVINGS:

CATEGORY I = $ 8,940 OR 7.2 % OF THE TOTAL PROJECT
CATEGORY II = $ - OR - % " " " "
CATEGORY III = $ 14,970 OR 12.1 % " " " "
CATEGORY IV = $ - OR - % " " " "

TOTAL POTENTIAL
SAVINGS IDENTIFIED = $ 23,900 OR 19.3 % OF THE TOTAL PROJECT

OTHER OPPORTUNITIES FOR VALUE "IMPROVEMENT":

None investigated; however existing bridge rib deck sections have salvage value.

IMPLEMENTATION PLAN:

Obtain approval from Final Design Engineer and Road Design Engineer.

Poterf Creek Culvert —

Value Eng'r. recommendations

Reduce shldr. widening Surf. — eliminate Agg. Base - Do

Slope Culvert ends. - Don't

Change Flagging to Traffic signal (Portable)
investigate and change if appropriate in this situation

5200
1200
1920
11,520
19,840

11,520
3200
640
15,360
1200
$16,560

Portable signal $665/week per unit

8665
5040
3625

SHEET 15 OF 16

study ID 20-1909	PRESENTATION PHASE OUTLINE FOR ORAL PRESENTATION

Introduction - Glenn Boyle - Bitum. Design OSHD Mat'ls. Sec.
Team Members - Leader - Larry Nicholas
Introduce Project - Our study was to evaluate Poterf Creek Br.
(Location) on Florence - Eugene Hwy. at
(Termini) M.P. 37.40 - M.P. 37.52
(Length, Cost) 0.12 mile, $ 124 k

Summarize Study (Before & After Sketches of items studied)

1. Alt. A -
   Pipe Arch w/Hdwll as Designed, Before ~ $42,545
   Pipe Arch Ext. with Riprap After ~ 41,500
   Net Saving $1,045 or 0.84 % (2.5% of Items)
2. Alt. B -
   5' Shldrs. as Designed, Before ~ $21,940
   5' Shldrs. reduced Sec., After ~ $ 6,970
   Net Saving $14,970 or 12.1% (46.56% of Items)
3. Alt. C -
   Maint. of Traffic, Before ~ $16,560
   Maint. of Traffic, After ~ $ 8,664
   Net Saving $7,996 or 6.3% (47.7% of Items)

Functional Requirements - To improve safety and provide bike path continuity with existing roadway adj. to project.

Advantages / Disadvantages (See Flip Chart)

Depth of Research Contacts? (See Flip Chart)

Results obtained - Savings (including developmental costs)

as % of Proj. Components studied	A. $1,045 (2.5%)	as % of Proj. Costs	A. 0.84%
	B. 14,970 (46.1%)		B. 12.06%
	C. 7,996 (47.7%)		C. 6.3%
	23,900 22.7%		19.3%

Action Plan - who must be sold? Road Design Engr.
Final Design Engr.

Should be able to go to contract only with modified changes.

REMEMBER: A GOOD PRESENTATION IS JUDGED BY THE ENTHUSIASM WITH WHICH IT IS RECEIVED AND THE QUALITY OF THE QUESTIONS GENERATED.

A GOOD, THOROUGH, VE STUDY IS JUDGED BY THE ABILITY OF THE TEAM MEMBERS TO ANSWER THE QUESTIONS.

SHEET_____OF______

study ID 20 - 1909	PRESENTATION PHASE OUTLINE FOR ORAL PRESENTATION

INTRODUCTION:

- INTRODUCE TEAM MEMBERS.
- INTRODUCE PROJECT.
  - Location.
  - Termini.
  - Length/Cost.

SUMMARIZE STUDY:

- SHOW BEFORE AND AFTER SKETCHES OF THE ITEMS STUDIED.
- SHOW RECOMMENDED CHANGES.
  - Establish Functional Requirements.
  - Display Advantages and Disadvantages for all Alternatives.
  - Corroborate Facts.
  - Tell of Depth of Research, Consultation, and Coordination.

RESULTS OBTAINED:

- MONETARY, SHOW ALL SAVINGS.
  - In Dollars (Be sure to include developmental costs.)
  - As a Percentage of the Project Component Studied.
  - As a percentage of Total Project Costs.
  - In Energy (relate to $).
  - In Manpower (relate to $).
  - In Life-Cycle Costs (if appropriate).
- COLLATERAL BENEFITS.
  - Maintenance.
  - Operation.
  - Safety.

ACTION PLAN:

- WHO MUST BE SOLD?
- TIMETABLE FOR IMPLEMENTATION.
- APPLICATION IN OTHER AREAS.

CREDITS:

REMEMBER: A GOOD PRESENTATION IS JUDGED BY THE ENTHUSIASM WITH WHICH IT IS RECEIVED AND THE QUALITY OF THE QUESTIONS GENERATED.

A GOOD, THOROUGH, VE STUDY IS JUDGED BY THE ABILITY OF THE TEAM MEMBERS TO ANSWER THE QUESTIONS.

SHEET 16 OF 16

study ID 20 - 1909	PRESENTATION PHASE EXAMPLES OF VISUAL AIDS

①
PROJECT NAME/
NUMBER/LOCATION

SKETCH ?

LIST TEAM MEMBERS

②
DESCRIPTION OF PROJECT (AS DESIGNED)

MAJOR ELEMENTS.

LENGTH & SIGNIFICANT COSTS.

③a ⓑ ⓒ
SIMPLE SKETCH, (BEFORE & AFTER) OF EACH RECOMMENDED CHANGE

④a ⓑ ⓒ
FOR EACH CHANGE

ADV.	DISADV.

SAVINGS:
% OF ITEM___
% OF PROJ.___

⑤
SUMMARY OF SAVINGS
$ 23,900
% OF ITEMS 22.7
% OF PROJECT 19.3

(Use only if necessary?)

⑥
IMPLEMENTATION PLAN

WHO MUST BE SOLD?
ACCEPTABILITY OF MODIFICATIONS?
AWARD DATE?
HOW & WHEN?

INSTRUCTIONS FOR COMPLETING WORKBOOK

pp 1,2 -All telephone numbers should include Area Code.

page 5 -FAST diagram should be confined to one element studied.

page 6 -B/S refers to whether the function is basic or secondary. Refer to FAST diagram. Remember that the functional comparative is "the least costly way to perform the function" and not a usable alternative.

page 9 -Assign weights for CRITERIA at your own discretion. A range of 1 to 10 may be used but be sure that the weights assigned cover completely the range selected.

pp 10,11 -Make sure the sketches are limited to the item or element where changes are being recommended.

page 12 -BEFORE refers to the specific cost of the item being modified. "%" refers to the relationship of savings to BEFORE cost.

page 14 -To be realistic, identified savings should be grouped in 4 categories as follows:

Category I,	Savings that can be implemented without compromising stated essentials or diminishing the basic function studied.
Category II,	Savings that can be implemented through a restatement of essentials without compromising the project's higher order function.
Category III.	Savings that can be implemented through stage development and deferral of project elements where justification is marginal or questionable. "Downscoping" should be included herein.
Category IV,	The "No Build" alternative.

pp 15-17 -These all relate to the formal presentation at the close of the workshop. Page 16 is a sample of what should be included in a VE presentation. Page 17 shows a suggested format for a "flip chart" presentation.

IMPLEMENTATION PHASE:

A VE proposal is seldom a complete design. Implementation involves getting the necessary approvals, finishing the design and preparing and issuing necessary change orders. Be ready to clear up misconceptions, resolve problems, assist in implementation, and monitor implementation progress.

AUDIT PHASE:

If future VE studies are to have the support of management, the track record of past performances must be impressive. VE boasts a good savings to cost ratio. The only way to determine whether a "track record" is good is to keep records of the savings and costs involved in past studies.

7168

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 13, 1983

In Reply Refer to
File No.:
DES 23
4079A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Poterf Creek Bridge
Poterf Creek Culvert Section
Florence-Eugene Highway
Lane County
BR 4079A

The proposed Poterf Creek Culvert section reduces the hazardous narrow roadway at Poterf Creek.

A twin 102-inch pipe arch installation is proposed. Widening of the existing bridge was studies as an alternate. Both alternates provide a positive benefit cost ratio.

As there is very little cost difference between the pipe installation or bridge widening ($165,000 versus $147,000), the pipe installation was selected in order to eliminate future bridge maintenance.

We would like your approval to proceed with the pipe alternate.

JEB:jrb

Enclosure

bc: ✓ E. S. Hunter
J. H. Versteeg
Gary Potter
L. E. George
Jim Gix

RECEIVED
TECHNICAL SERVICES

DEC 14 '83

REFER TO

FOR

Info	Inves	H/D	D/R	Sign	Act	File

Form 734-3122

r11
7768

5-3-83

F

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-25(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10185

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/3/83

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
Florence/Eugene Highway at Poterf Creek Section

11. GENERAL DESCRIPTION OF WORK
Program change and right-of-way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested by Mr. Swan's 4/25/83 letter I approve the program change adding "Right-of-Way Acquisition" to the character of proposed work.

Also, as requested you are authorized to proceed with all phases of right-of-way acquisition for files 53293 and 53294 as shown on R/W map 8B-2-18 at a TEC of $2,000 Federal Funds $1,800.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAY 6 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
5/6

14. DATE 5/3/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1766

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: April 25, 1983 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Program Change
Project No. HES-25(6)
Florence/Eugene Hwy. @ Poterf Creek Section
Lane County

I request your approval of a program change on the subject project to include in the character of proposed work "Right-of-Way Acquisition at an estimated total cost of $2,000 with Federal funds of $1,800. This change will require a revision in financing to read as follows:

	Total Cost	Federal Funds
P.E.	$ 16,500.00	$ 14,850.00
R/W	2,000.00	1,800.00
Const.	71,500.00	64,350.00
Total	$ 90,000.00	$ 81,000.00

I further request authorization to proceed with the actual acquisition of the right-of-way as outlined in red on the enclosed copy of map No. 8B-2-18. No relocation assistance is involved.

CL:bks
Enc.
cc: J. Boyd
D. Aman
R. Bladorn
General Files

Form 734-3122

62

ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

March 25, 1983

J. H. Versteeg
Road Design Engineer

Files 53293 & 53294
Poterf Creek Bridge Section
Florence - Eugene Highway
Lane County

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

RECEIVED
MAR 25 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up / /
Action

7728

62"

ROAD DESIGN SECTION

DES 16

Jerald Backstrand
Assistant Bridge Engineer

Fred Eriksen
Fred Eriksen
Design Supervisor

March 17, 1983

1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Terpin
3 Trout
Wakerlig

RECEIVED
MAR 18 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Poterf Creek Culvert Section
Florence-Eugene Highway
Lane County

A new design for concrete headwalls for twin 102 inch (117" x 79") corrugated pipe-arches is required. Field data, recently obtained, fixes the existing bridge bottom of beam elevation at 514.0. The stream flowline at the bridge is 506.5 (per Hydraulics Unit) and the pipe-arches will have about 0.8 foot average clearance.

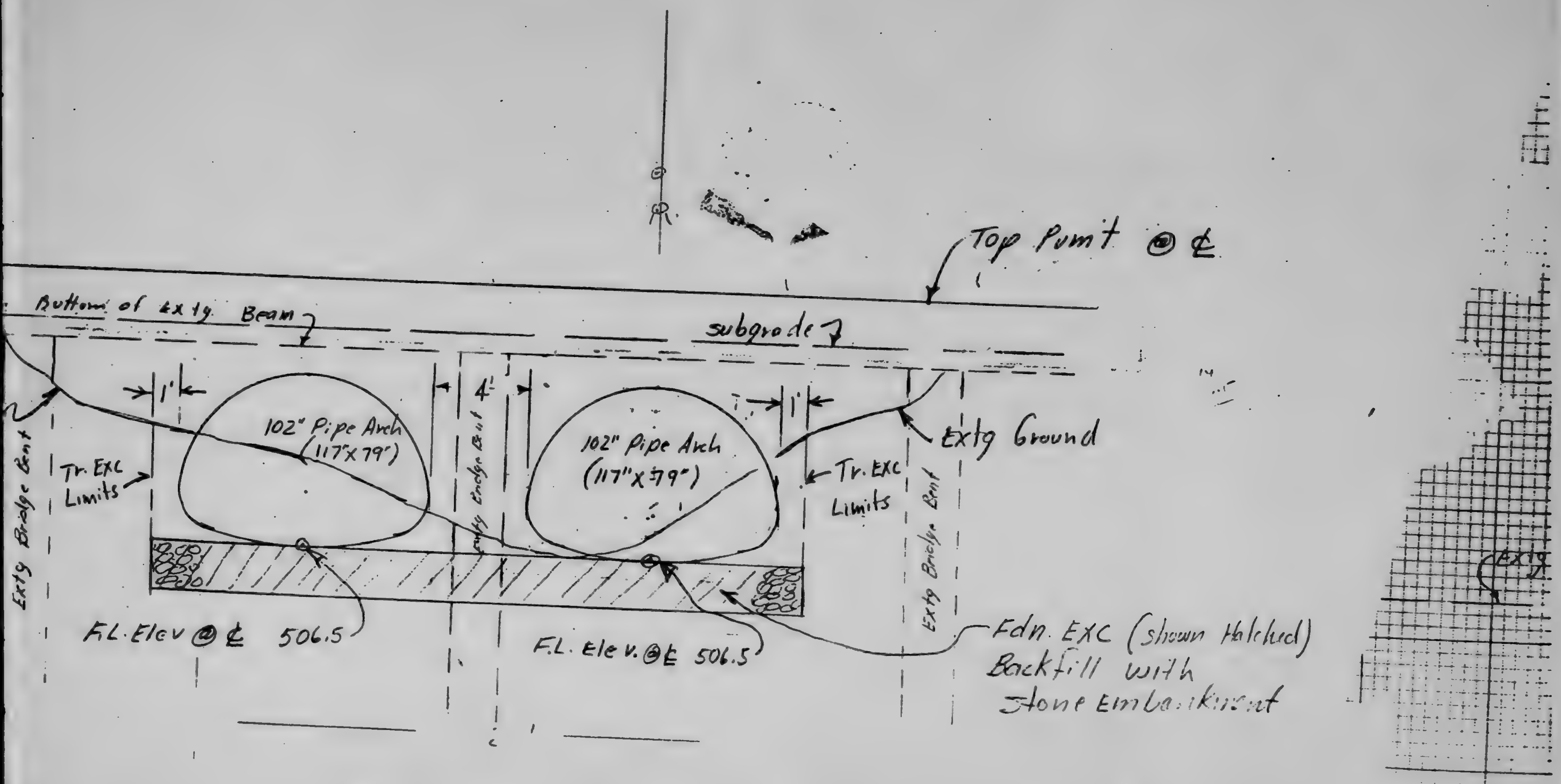
The 8 foot diameter twin pipes originally proposed would have to be placed approximately 1.5 feet below the stream flowline to provide the same 0.8 foot clearance. Hydraulics Unit advises placing the culvert 1 foot to 1.5 feet below the stream flowline would adversely affect the capacity.

Hydraulics will circulate an addendum to the hydraulics report covering the new pipe size.

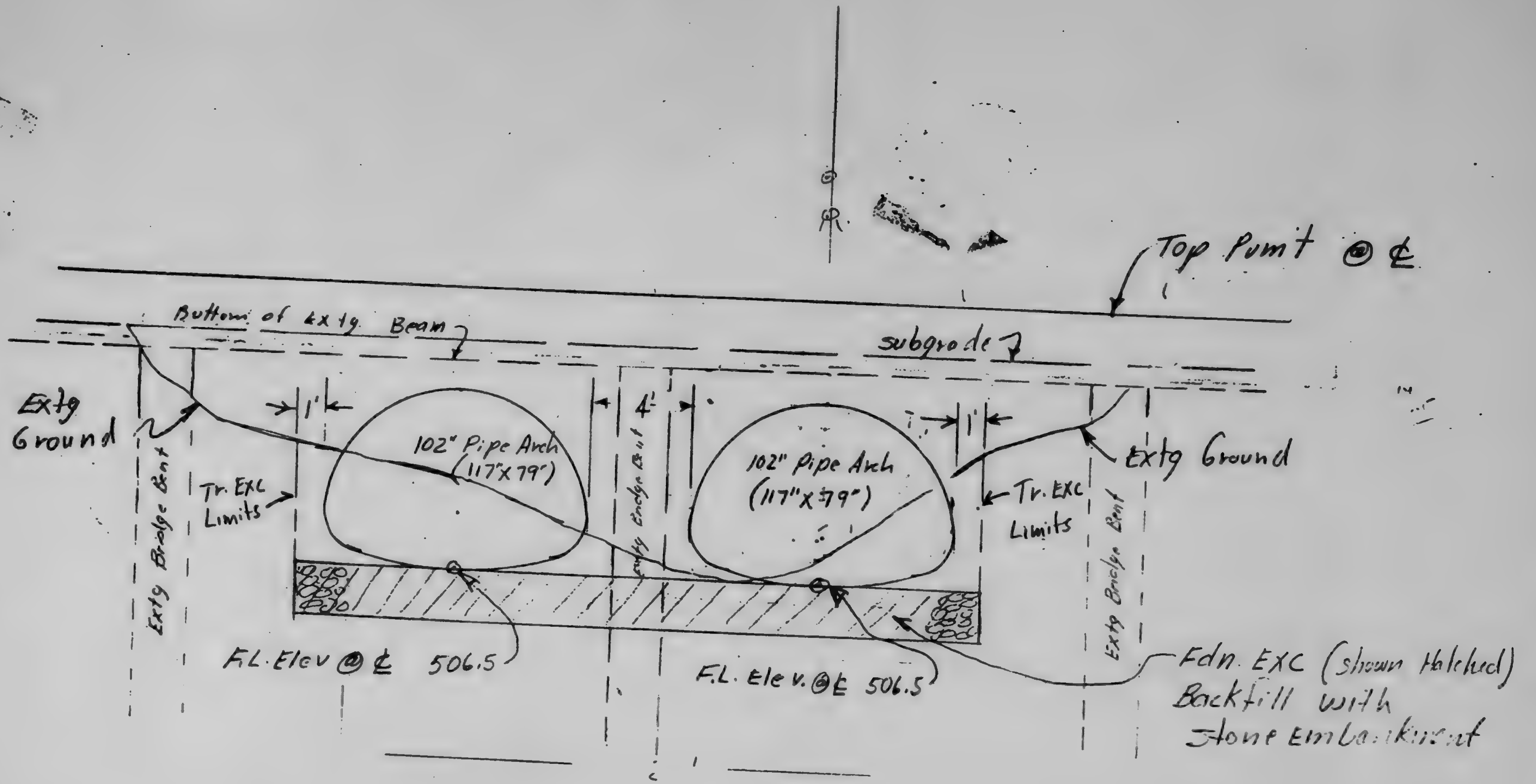
Attached are copies of proposed culvert installation typical section and profile.

FE:kg

cc: Jerry Miller
Dave Bryson

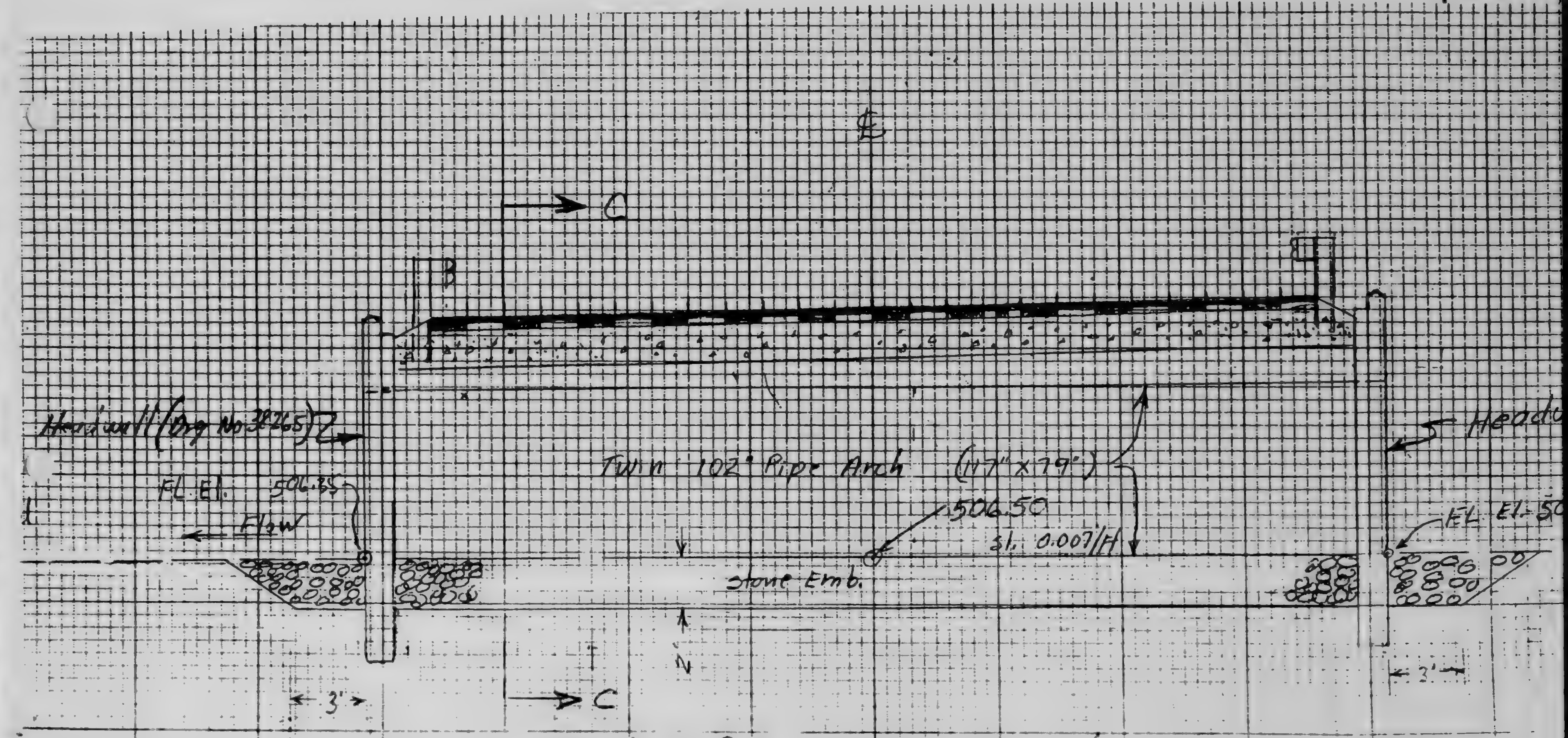

Top Pvmt @ ℄
Bottom of Extg. Beam
subgrade
Extg Bridge Bent
Tr. EXC Limits
1'
102" Pipe Arch (117"X79")
4'
Extg Bridge Bent
102" Pipe Arch (117"X79")
1'
Tr. EXC Limits
Extg Ground
Extg Bridge Bent
F.L. Elev @ ℄ 506.5
F.L. Elev. @ ℄ 506.5
Fdn. EXC (shown Hatched) Backfill with Stone Embankment
Extg

SECTION C-C


Top Pvmt @ ℄
Bottom of Extg. Beam
subgrade
Extg Ground
Extg Ground
1'
4'
1'
102" Pipe Arch (117"x79")
102" Pipe Arch (117"x79")
Tr. EXC Limits
Tr. EXC Limits
Extg Bridge Bent
Extg Bridge Bent
Extg Bridge Bent
F.L. Elev @ ℄ 506.5
F.L. Elev. @ ℄ 506.5
Fdn. EXC (shown Hatched) Backfill with Stone Embankment

SECTION C-C

FED. ROAD
Div. No.

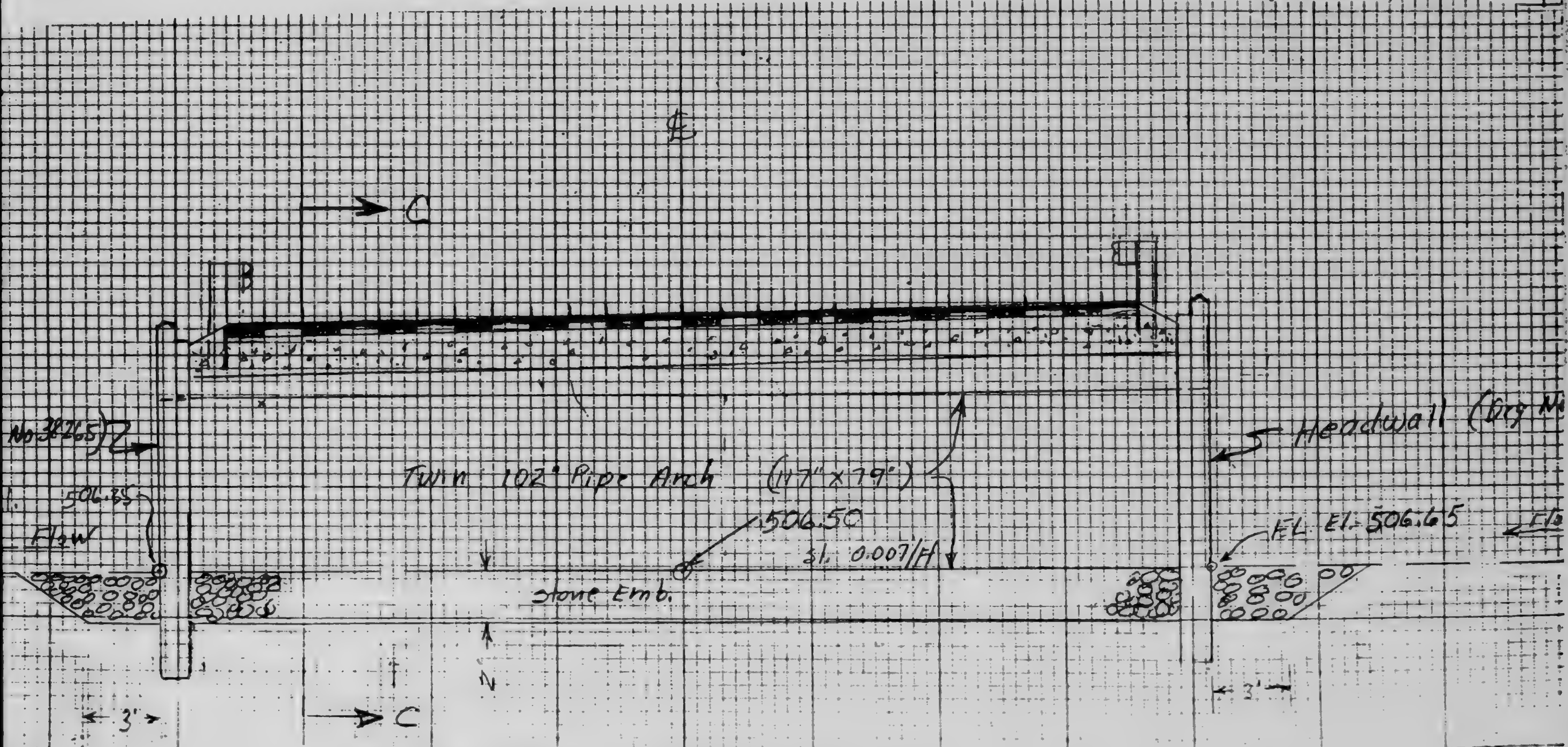


B
B
C
℄
Headwall (Drg No 38265)
FL El. 506.35
Flow
Twin 102" Pipe Arch (117"x79")
506.50
Sl. 0.007/Ft
Stone Emb.
2
3'
3'
C
Headw
FL El. 50

102" ARCH PIPE INSTALLATION

Poterf C
Florence - E
Lane

FED. ROAD Div. No.	STATE


℄
C
B
B
No. 38265) 2
506.35
Flow
Twin 102" Pipe Arch (117" x 79")
506.50
Sl. 0.007/Ft
Stone Emb.
Headwall (Dry M
FL El. 506.65
Flo
N
3'
3'
C

102" ARCH PIPE INSTALLATION

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-25(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10185

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/10/83

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
Florence - Eugene Highway at Poterf Creek Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change
  See below

13. REMARKS

As requested by Mr. Swan's letter of 3/2/83 PS&E documents approved 8/10/81, represented by SFO #1, are revised to delete installation of guardrail at a TEC of $9,197 Federal Funds $8,277.

Also, as requested, I approve the revised preliminary engineering costs to a TEC of $16,500 Federal Funds $14,850.

(Decrease construction costs TEC $9,197 Federal Funds $8,277 and Increase PE costs TEC $13,800 Federal Funds $12,420.)

RECEIVED
STATE HWY ENGR
MAR 15 '83
REFER TO Swan
FOR

Info	Invest	R/D	D/R	Sign	Act	File

orig to
3/15

14. DATE 3/10/83

15. SIGNATURE OF APPROVING OFFICIAL Valach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 10-78) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-25(6)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lane
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10185
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/10/83
8. FEDERAL ROUTE NUMBER Primary 25
9. STATE ROUTE NUMBER Primary 62
10. GENERAL LOCATION: Florence - Eugene Highway at Poterf Creek Section
11. GENERAL DESCRIPTION OF WORK Program change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

RECEIVED
STATE HWY ENGR
MAR 15 '83
REFER TO Swan
FOR

Info	Invas	R/D	D/R	Sign	Act	File

Dwg to 3/13

13. REMARKS

As requested by Mr. Swan's letter of 3/2/83 I approve the program change as follows:

1) Character of Proposed Work --- Change to read, "P.E. Install Culverts.
2) Const. (Work Code) ---------- Add Y007.
3) Estimated Project Cost by Phases --- Revise to read:

	Total Cost	Federal Funds	State Funds
P.E.	$16,500	$14,850	$1,650
Const.	71,500	64,350	7,150
Total	$88,000	$79,200	$8,800

4) Project Data: 2) Change to read --- Remove existing bridge and install twin culverts, grade & pave and incidental work common to this type of project.

14. DATE 3/10/83
15. SIGNATURE OF APPROVING OFFICIAL Voloch
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

Date: March 2, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section manager

Subject: Program Change
Item No. 10185
Project No. HES-25(6)
Florence-Eugene Hwy. @ Poterf Creek Section
Lane County

I request your approval of a program change to increase the scope of work and estimated costs as follows:

1) Character of Proposed Work --- Change to read, "P.E. Install Culverts.
2) Const. (Work Code) ----------- Add Y007.
3) Estimated Project Cost by Phases --- Revise to read:

	Total Cost	Federal Funds	State Funds
P.E.	$ 16,500	$ 14,850	$ 1,650
Const.	71,500	64,350	7,150
Total	$ 88,000	$ 79,200	$ 8,800

4) Project Data: 2) Change to read --- Remove existing bridge and install twin culverts, grade & pave and incidental work common to this type of project.

I further request a revision in the previously approved PS&E documents represented by State Force Order No. 1 to delete installation of guardrail by State forces at an estimated total cost of $9,197 and Federal funds of $8,277. This request is based on the fact that after State forces had accomplished shoulder widening improvements in preparation for the installation of the guardrail; it was decided to remove the existing structure and install twin culverts using the contract method. Approximately $11,281 was expended by State forces in shoulder improvements and since this work was necessary under either course of action, we propose to claim participation for these expenditures.

Revised P.S.&E. documents to include the additional second stage of work consisting of removal of the existing structure and culvert installation will be forthcoming.

I further request your approval of an increase in preliminary engineering costs for the additional work as indicated on the enclosed authority for survey work sheet. Approval of this request will involve a revision in financing as follows:

	Total Cost	Federal Funds
Present Authorization		
P.E.	$ 2,700	$ 2,430
Const. (S.F.)	20,478	18,430
Total	$ 23,178	$ 20,860
Revised Authorization		
P.E.	$ 16,500	$ 14,850
Const. (S.F.)	11,281	10,152
Subtotal	$ 27,781	$ 25,002
Retain in Program		
Const. (Contract)	$ 60,219	$ 54,198
Total	$ 88,000	$ 79,200

C.L.
cc: L.E. George
J. Gix Region 3
General Files

9768

62N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: 2/25/83

N. E. Mann For

FROM: Lyle K. Watson
Final Design Supervisor

SUBJECT: Project Name Change

1
2
3 Adam
4
5 SAm
7
6

RECEIVED
28
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up
Action

It has been necessary to change the name of this project

FROM POTERF CREEK BRIDGE SECTION

TO POTERF CREEK CULVERT SECTION

Scheduled APRIL 28, 83

cc: Region 3
Environment
Project Management
Structures
Right-of-Way
Traffic
Location

Versteeg
Andersen
Adams
Macnab
Stoudenmayer
Terpin
Trout
Wakerlig

RECEIVED
MAR 8 - 1983
ROAD DESIGN SECTION
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Return To
Bring Up
Action

81-125-1387

62 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: January 31, 1984

FROM: Andy Anderson
Andy Anderson
Sign Design Supervisor

SUBJECT: Poterf Creek Culvert Section
Florence-Eugene Highway
Lane County

1 Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trost
Wakefield

RECEIVED
FEB 1 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

I have reservations about using a temporary traffic signal in place of flagging on this project due to the work area being on a horizontal curve. Also, high summertime recreational traffic, unbalanced by direction of travel, is not suited to pretimed signal operation. However, our value engineering team proposed that we use the temporary signals to reduce flagging costs.

We have two options regarding placement of the temporary signal units. The first is to place the units as close to the structure as practicable to allow motorists to see all the way through the one-way traffic area. The disadvantage to this is that sight distance to the signal heads for eastbound traffic is very limited. A flagger would have to be provided to slow traffic coming around the curve to the signal, particularly during daylight hours. The second option is to place signal units at the beginning of each tangent. This has the advantage of allowing good sight distance to approaching motorists. The disadvantatges are that sight distance from stop line to stop line is obscured and a longer cycle length is required due to the increased distance for traffic to clear.

I talked to Dwayne Hofstetter of our Traffic Engineering Section. We concur that the second option is preferable, due to the need for approaching highway traffic to see the signal as far in advance as possible. Also, traffic through the one-way operation is slow, by the nature of the project, which will give a motorist who decides to ignore the signal time to react if he happens to meet oncoming traffic. We provided in the Special Provisions that the Project Manager can require manual operation of the signal by a flagger if he determines that traffic operation can be improved by manual operation. This should eliminate the problem caused by the pretimed signal operation during traffic volume peaks. I feel that the signal will cause undue delay and possible unsafe conditions unless it is manually operated during high volume periods, and probably should be manually operated continuously.

ARA:ja

81-125-1387

9768

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January ~~13~~ 17, 1983

In Reply Refer to
File No.:
DES 16

Brent Forsberg
Waterway Coordination
Department of Fish & Wildlife
506 SW Mill Street
Portland, Oregon 97201

Poterf Creek Bridge Section
Florence-Eugene Highway
Lane County

The above highway bridge widening project is coming up on our contract letting schedule in the near future. The bridge widening will all be done with piling so there will be no removal involved with the bridge work. The roadway approach fills will be tapered to match the new bridge width. The total fill quantity will be less than 50 cubic yards so we have not applied to the Division of State Lands for a permit. The fills probably will remain above the normal water level.

We would be pleased to have you review this proposal and send us any comments for control of the work. Please call if you have any questions.

J.H. Versteeg
Road Design Engineer
By

Don
Donald L. Trout
Final Project Coordinator

DLT:kg

Don
thanks for the notice,
looks fine to us, but
please revegetate all disturbed
soils and if possible plan
any in-water work in the
summer low flow periods.

Brent 1/17

___Versteeg___
___Anderson___
Copy Adams Letter only
___Olson___
Copy Sullivan 4
___Terpin___
7 Trout___
___Wakerlig___

Form 734-3122

RECEIVED
JAN 19 1983
ROAD DESIGN SECTION

Do Not File
Return To___
Date___
Action___

RECEIVED
JAN 14 1983
OREGON FISH & WILDLIFE
HEADQUARTERS

9/16x

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 13, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Change
Item No. 10185
Project No. HES-25(6)
Florence-Eugene Hwy. @ Poterf Creek Section
Lane County

I request program changes as follows:

Under Character of Proposed Work -- should read P.E., Structure Widening & Guardrail;

Under Const. (Code) -- Add X080;

Revise Cost	Total Estimated	Federal Funds	State Funds
P.E.	$16,500	$14,850	$1,650
Const.	60,000	54,000	6,000
TOTAL	$76,500	$68,850	$7,650

Under Project Data:-- 2 should read -- Widen existing Poterf Creek Structure 5-feet on each side, install guardrail to protect the bridge ends and incidental work common to this type of project.

I also request the additional obligation for the increased cost of preliminary engineering (Increased TEC of $13,800 and increase of FF $12,420). Attached is Authority for Survey #2 work sheet.

DRH:bks
Attachments

cc: L.E. George
Alfred Shirley (Region 3)
General Files

Form 734-3122

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: July 19, 1982

FROM: L. E. Geroge
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

Region 3 has requested that the project for State Forces to install guardrail on the Poterf Creek bridge on the Florence - Eugene Highway be revised to a contract project for bridge widening and guardrail installation.

All phases of engineering will be performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Florence-Eugene Highway at Poterf Creek Lane County	$60,000	$54,000	$6,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

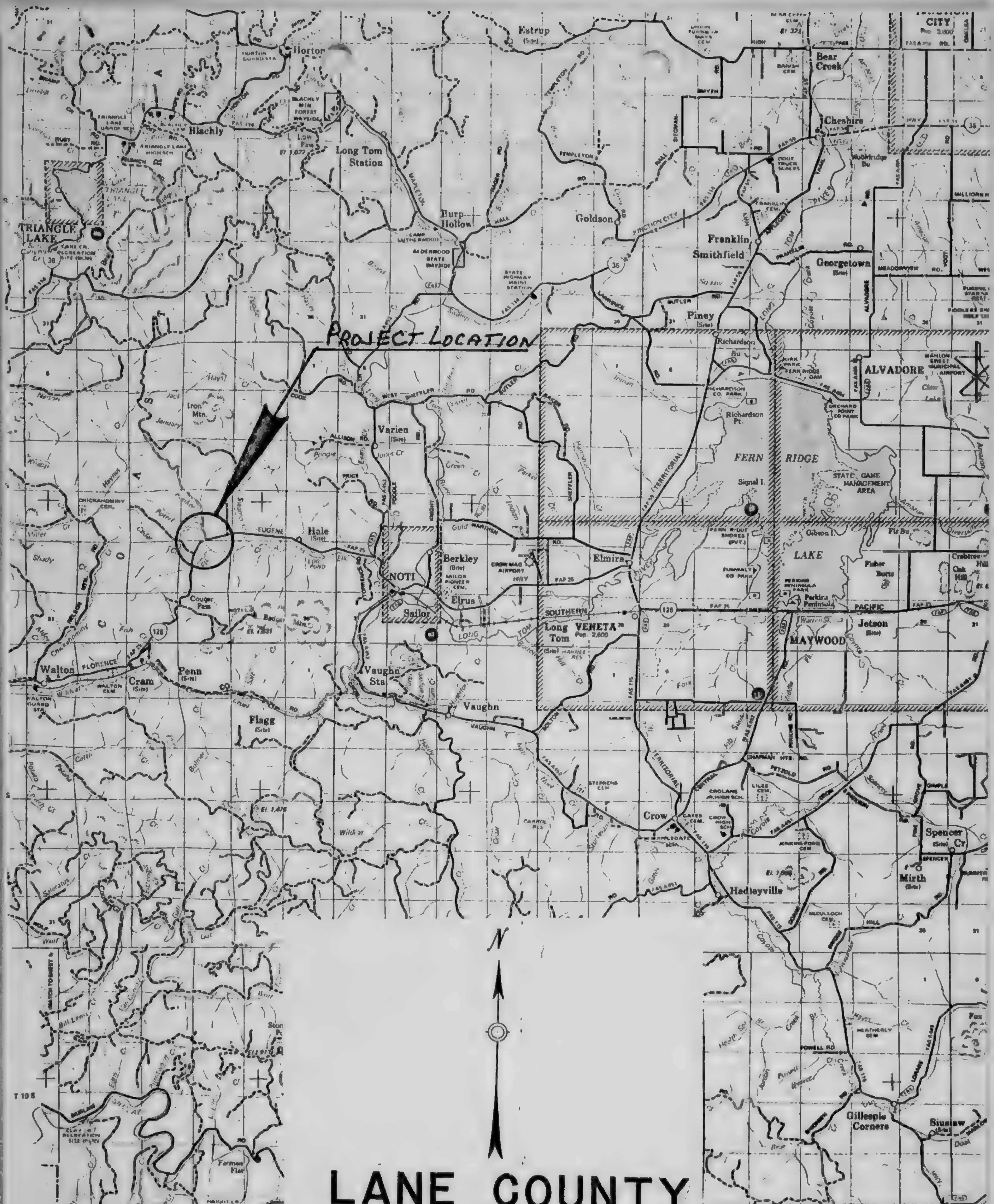
L E George
L. E. GEORGE - TRAFFIC ENGINEER

RHB:klh
Att.

RECEIVED
STATE HWY ENGR
JUL 21 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

orig. to Hamnsen
cy George
File

APPROVED:
H S Coulter
State Highway Engineer
DATE: 7/21/82


PROJECT LOCATION
N
Horton
Estrup (Site)
Bear Creek
CITY Pop 2,000
Cheshire
Blachly
Long Tom Station
Triangle Lake
Burp Hollow
Goldson
Franklin
Smithfield
Georgetown (Site)
Alderwood State Wayside
Junction City
Piney (Site)
Richardson
Alvadore
Iron Mtn.
Varien (Site)
Richardson Pt.
Fern Ridge
State Game Management Area
Signal I.
Hale (Site)
Eugene
Noti
Berkley (Site)
Crow Mag Airport
Elmira
Gibson I.
Lake
Fern Ridge Shores (Pvt.)
Fisher Butte
Crabtree Hill
Oak Hill
Cougar Pass
Sailor
Elrus
Long Tom
Veneta Pop. 2,600
Perkins Peninsula Park
Pacific
Jetson (Site)
Maywood
Badger Mtn
Walton
Florence
Cram (Site)
Penn (Site)
Vaughn Sta
Vaughn
Flagg (Site)
Crow
Spencer Cr.
Mirth (Site)
Hadleyville
Gillespie Corners
Siuslaw
Farman Flat
126
36
T 19 S

LANE COUNTY
OREGON

9768

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

PRO 6

TO: D. H. Moehring
Program Management Engineer

DATE: July 9, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Project Revision
Title II Hazard Elimination Program
Florence-Eugene Highway at Poterf Creek (Lane County)
HES-25(6)

Region 3 has requested that the approved Force Order covering installation of guardrail by State Forces at the subject location be cancelled and that the project be revised to cover bridge widening and guardrail installation by contract.

The revised Title II project will be included in the bicycle lane project from Walton to Poterf Creek presently scheduled for July 22, 1982.

The proposed work has a favorable benefit/cost ratio.

Please secure Federal Highway Administration authorization for these revisions and update the PMS.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George - Traffic Engineer

RHB:ds
Attachments

cc: F. E. Terpin
G. A. Potter
W. J. Hart
D. E. Shaffer
Alfred Shirley, Jr.

NOTED
D. E. SHAFFER

RECEIVED
JUL 12 1982
LOCATION
SECTION

9768

62

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

6-22-82

DATE

PREFIX 20-1909

1 - IDENTIFICATION

PROJECT NAME: Florence-Eugene Hwy. @ Poterf Creek

HIGHWAY NAME: Florence - Eugene

HIGHWAY NUMBER: 62

REGION 3	ADMINISTRATIVE DISTRICT 5	COUNTY Lane	CITY
LENGTH 0.06	MILEPOST NUMBER 37.44 TO 37.50	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II HES

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER guardrail

PROJECT DESCRIPTION

Project consists of installation of guardrail to protect the bridge ends of Poterf Creek Bridge. Approximately 200 lin.ft. is needed in each westerly run, 75 ft. in the southeasterly run and 100 ft. in the northeasterly run. In order to construct a flare on the northeasterly run, a section of culvert will have to be placed in the existing ditch and some embankment constructed. The northerly bridge rail is too low for a standard bridge connection, so a special connection will have to be constructed.

June, 1982 Prospectus Revised

Project will now include widening Poterf Creek structure 5 feet each side for a total width of 36 feet. Widening of the roadway shoulders will be accomplished with State funds.

REFERRED TO
Beard
Stoudenmeyer
Cole
Menn
Eriksen
/ Watson W
Hager
Dorn
Leu
Return Discuss Do File Due

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 2,800

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): BY FINAL DESIGN ENGINEER

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☒	☐	☐	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
45	RRR	☒ LIGHT ☐ MEDIUM ☐ HEAVY

1 Versteeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
JUN 30 1982
ROAD DESIGN SECTION

Do Not File
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Bring to
Action

APPROVED
Frank E. Terpin
Location Engineer
Date 7/31/81

APPROVED as Revised
Frank E. Terpin
Location Engineer
Date 6/22/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 @ 12 ft.	same
SHOULDERS	2 @ 3 ft. paved	same
MEDIANS		—
PARKING LANES		—
SIDEWALKS		—
BIKEWAYS		No roadwork - there will be a need for 4-foot + shoulders when roadwork is done —
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River	☐	☒	☐
Stream Poterf	☒	☐	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	S	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(5)	0.5
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3.

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

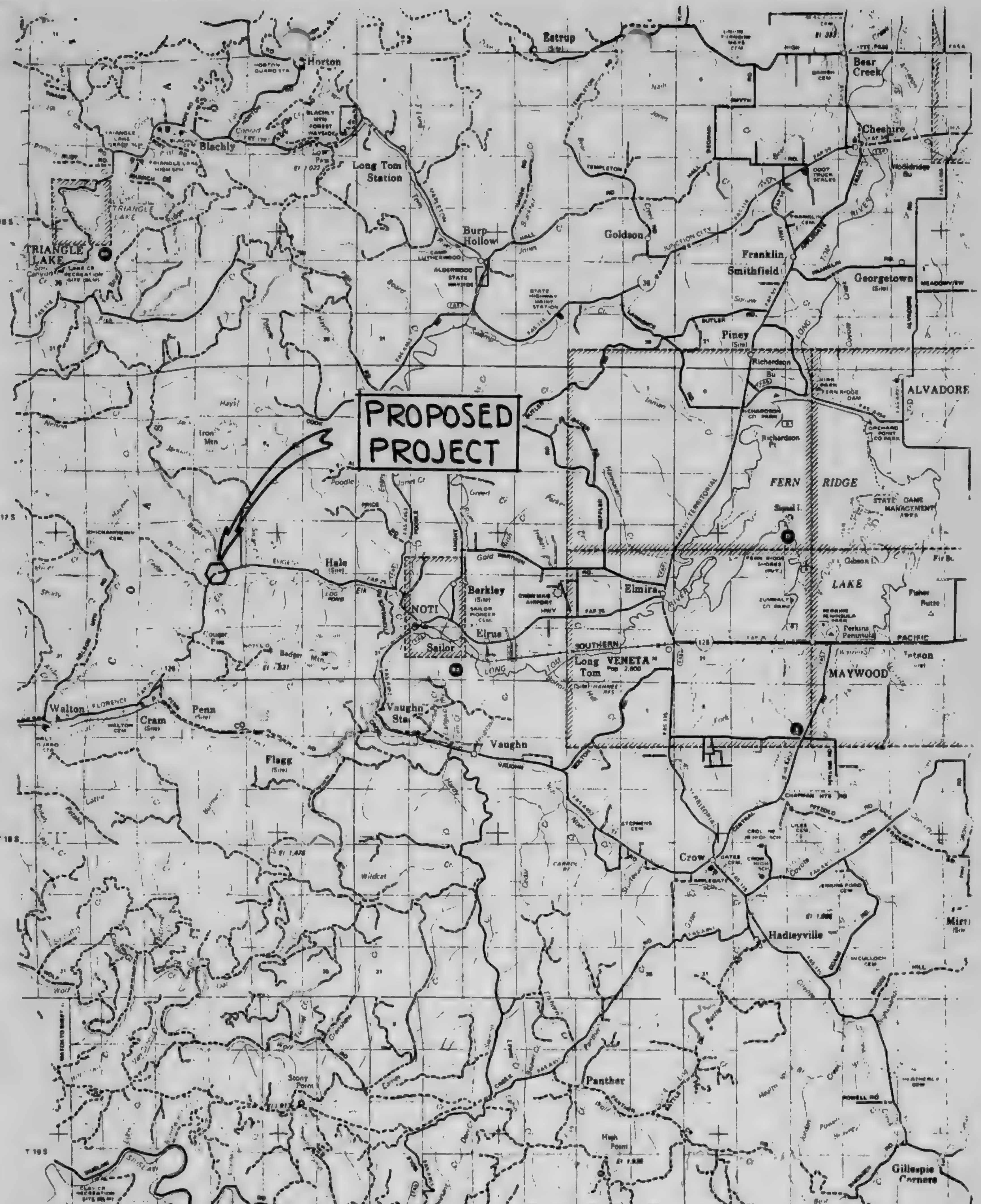
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$1,500.00	6,700
RIGHT OF WAY		
TRAFFIC CONTROL	2,340.00	2.100
ILLUMINATION		
STRUCTURES		26,000
RAILROAD		
ROADWAY		
OTHER guardrail and appurtenances	14,725.00	14.725
ENGINEERING & CONTINGENCIES	3,413.00	13.475
PROJECT TOTAL	$21,978.00	63,000

SUBMITTED BY Roger E [illegible]


PROPOSED PROJECT
Estrup (Site)
Horton
Blachly
Long Tom Station
Bear Creek
Cheshire
Triangle Lake
Burp Hollow
Goldson
Franklin
Smithfield
Georgetown (Site)
Piney (Site)
Richardson
Alvadore
Fern Ridge
Signal I.
Lake
Fisher Butte
Perkins Peninsula
Pacific
Iron Mtn
Hale (Site)
Berkley (Site)
Noti
Elmira
Elrus
Sailor
Southern
Long Tom
Veneta Pop 2,600
Maywood
Jetson
Walton
Cram (Site)
Penn
Badger Mtn
Vaughn Sta
Vaughn
Flagg (Site)
Crow
Hadleyville
Wildcat
Panther
Stony Point
High Point
Gillespie Corners
Alma (Site)
Mound (Site)
Farman Flat
Wolf Point
River
T 16 S
T 17 S
T 18 S
T 19 S

97608 8-12-81

U. S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMINI ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-25(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10185

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/10/81

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:

Florence - Eugene Highway at Poterf Creek Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering and Guardrail

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $2,700 - F.F. $2,430
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 7/27/81 you are authorized under time saving procedures enumerated in FHPM 8-2-3 to proceed with the necessary work estimated to be $20,478 Federal Funds $18,430.

PS&E documents, as represented by SFO #1, have been reviewed together with attachments and are hereby approved.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

RECEIVE
STATE HWY ENG
AUG 12 '8
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Att

orig to
8/13

14. DATE 8/10/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

July 27, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Project Data Submission
Item No. 10185
Project No. HES-25(6)
Florence-Eugene Hwy. @ Poterf Creek Section
Lane County

Attached data consists of PR-1 forms with project maps, Narrative, pictures, collision diagram, sketch map and three copies of "Order For Force Work" No. 1.

I request the following:

1) Concurrence that this project qualifies for the Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls under Statewide Categorical Exclusions approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Approval to accomplish the work with state forces based on the public interest findings set forth in FHPM 8-2-3.

4) Approval of the "Order For Force Work" No. 1 (estimated total cost of $20,478 with obligation of $18,430 in Federal Funds) and authorization to proceed with construction phase. Reimbursement will be claimed on actual cost basis.

Form 734-3122

5) Authorization that preliminary engineering charges (estimated total cost of $2,700 with an obligation of $2,430 in Federal Funds) for work necessary to propose final plans for the project are eligible even though PS&E approval has been granted. Since the project contains all phases of preliminary engineering and construction the preceding action under No. 4 (PS&E approval) necessitates this request.

By computation, this section of highway would rank 216 on the Rural Priority List previously submitted to the Federal Highway Administration.

DRH/bkc
Attachments

cc: L.E. George
Alfred Shirley
General Files

7168

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

NOTED
L. E. GEORGE

TO: H. S. Coulter
State Highway Engineer

DATE: June 12, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

A project has been requested to install a guard rail at the ends of the bridge over Poterf Creek on the Florence-Eugene Highway.

Construction and all phases of engineering will be performed by State Forces.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Florence-Eugene Hwy. at Poterf Creek Lane County	$22,000	$19,800	$2,200

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
L. E. George
Traffic Engineer

RHB:er

Attachment

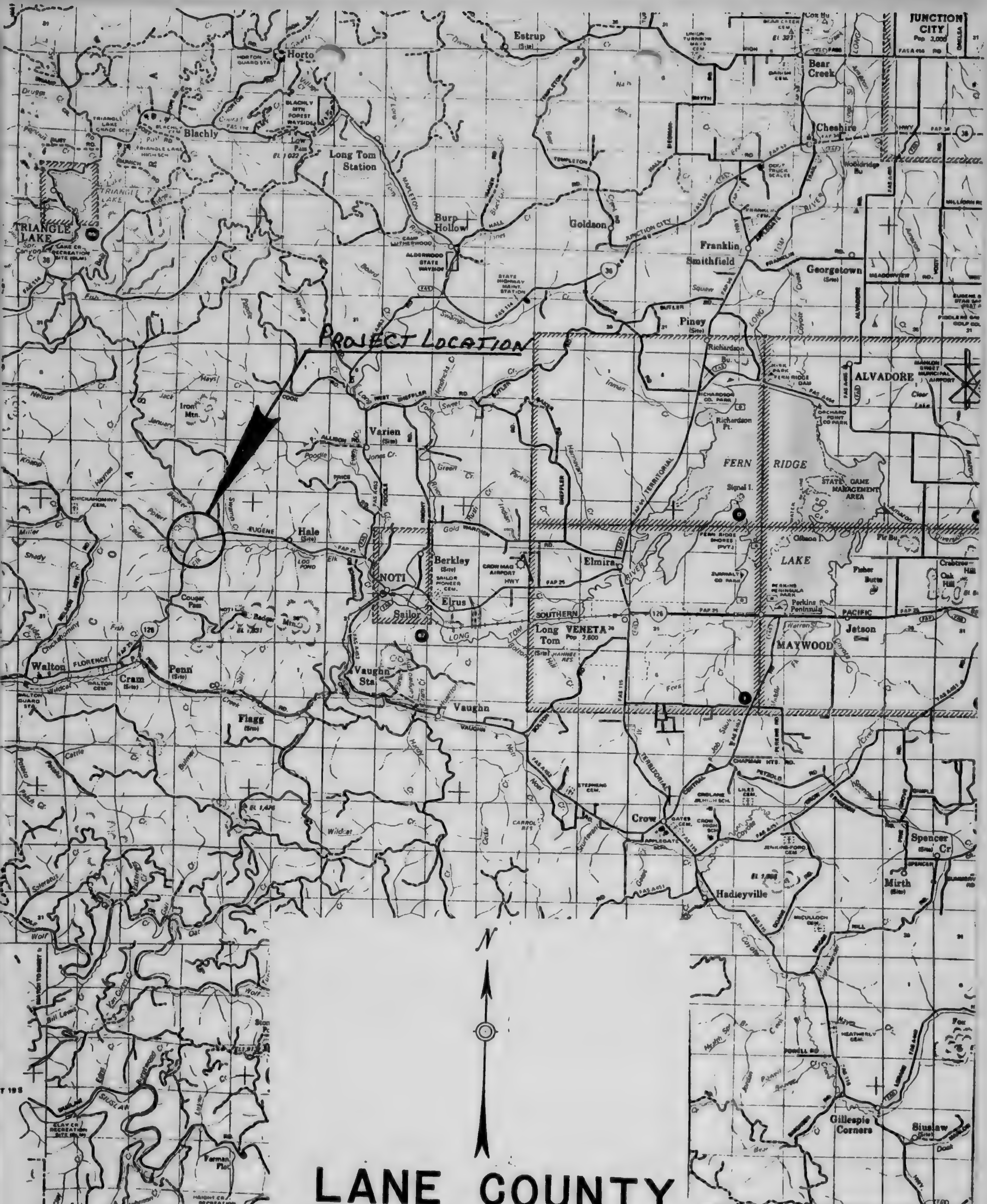
NOTED
DWAYNE HOFSTETTER

APPROVED:

H S Coulter
State Highway Engineer

DATE: 6/17/81

RECEIVED
JUN 17 1981
TRAFFIC ENGINEERING


PROJECT LOCATION
Estrup
Horton
Blachly
Long Tom Station
Triangle Lake
Burp Hollow
Goldson
Junction City
Bear Creek
Cheshire
Franklin
Smithfield
Georgetown
Piney
Richardson Pt.
Alvadore
Fern Ridge Lake
Signal I.
Iron Mtn.
Varien
Hale
Noti
Berkley
Elrus
Sailor
Elmira
Veneta
Long Tom
Cougar Pass
Walton
Cram
Penn
Vaughn Sta
Vaughn
Flagg
Crabtree Hill
Fisher Butte
Jetson
Maywood
Crow
Hadleyville
Spencer Cr
Mirth
Gillespie Corners
Siuslaw
N
LANE COUNTY
OREGON

1984 Burns Junction Truck Scale 9769
Sec, of the I.O.N. Hwys at Burns
Junction. (truck scale installation)

jc cc: OSHD (Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT 1/4/88	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-FLH-3(23)
COMPLETION DATE (Actual) 7/26/84	ACCEPTANCE DATE BY CONRTACT AGENCY 3/6/85	TIME ELAPSED 100 %	CONTRACT TIME C.D.C.

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BURNS JUNCTION TRUCK SCALE SECTION
I. O. N. HIGHWAY
Truck Scale Installation

This project provided for the construction of a truck scale at the junction of the I. O. N. Highway and the Steens Highway (Burns Junction).

The project was awarded on March 16, 1984 to R. L. DeJager General Contractors, 4614 N.E. Clark Drive, Madras, Oregon, 97741 in the amount of $70,894. Contract work began on May 29, 1984 and was completed on July 26, 1984. The contract specified a completion date of June 30, 1984. The contractor has been granted a time extension which eliminates all liquidated damages based on extra work and the unavailability of State furnished power to the site.

The final cost of $95,270 is one percent under the authorization.

- TPL -

NOTED
W. E. SCHWARTZ

cy
1/8

RECEIVED
STATE HWY ENGR
JAN 6 '88
REFER TO
Fredrickson
FOR

Info	Immed	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 1/5/88	TITLE District Engineer	DATE 1/5/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

9769

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 12-321	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Malheur
PROJECT REPORT NUMBER	12-23-86	Project Number FLH-F-3(23)
MODIFICATION NUMBER 5		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on July 18, 19 83,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,156,586	$ 2,139,569
Federal funds	1,600,000 (183) $ 490,629 (010)	1,600,000 (183) $ 475,628 (010)
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of DEC, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary Carter

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon December 4, 1986

Federal-Aid Project No. FLH-F-3(23)

Crooked Creek-Flight Strip (Rome) Section
I.O.N. Highway
Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (FLH) (Sta. 2356+00 to Sta. 2117+00)
(Sta. 2064 to Sta. 1890+00)

Total the same as previous estimate of July 5, 1983		$ 1,374,121.00

Type Code I000 (Contract No. 9628)
Roadway (Primary)(Sta. 2409+00 to Sta. 2356+00)
(Sta. 2117+00 to 2064+00)

Subtotal from estimate of August 18, 1986		$ 285,764.72
	Engineering	32,879.28
	Total	$ 318,644.00

Type Code Y007 (Contract No. 9628)
Truck Weigh Station (L.N. 19.38 Mi.)

Total as on estimate of 4-24-84		$ 148,255.00

Type Code Y007 (Contract No. 9769)
Truck Weigh Station (L.N. 19.38 Mi.)

Subtotal as on estimate of 4-24-84		$ 71,394.00
	Engineering	1,276.00
	Total	$ 72,670.00

Contract No. 9628

Length of Roadway	2.008 mi.
Cost of Roadway Per Mile	$ 162,641.94

Contract No. 9769

Length of Roadway	0.0 mi.

SUMMARY OF FUNDS

Description	Group	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	1	183	100%	$ 1,374,121	$ 1,374,121	$ ---
Roadway	2	010	88.15%	318,644	280,884	37,760
Weigh Sta. Contract #9628 (Primary Funding)		010	88.15%	148,255	130,686	17,569
Weigh Sta. Contract #9769 (Primary Funding)		010	88.15%	72,670	64,058	8,612
Subtotal				$ 1,913,690	$ 1,849,749	$ 63,941
Reserve		183	100%	225,879	225,879	---
Total				$ 2,139,569	$ 2,075,628	$ 63,941

Sub. Job 010: 0%; Sub. Job 011: 79%; Sub. Job 020: 0%; Sub. Job 021: 0%
Contract No. C09628
Prefix: C123-1485 P.E.
Prefix: C123-1086

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. C09769
Prefix: C123-1401 P.E.
Prefix: C123-1087

RLC:bkb

9769

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER 8-145	State Oregon
PROJECT REPORT NUMBER	County Malheur
MODIFICATION NUMBER 4	Project Number FLH-F-3(23)

US Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-26-86

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 18, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,197,386	$ 2,156,586
Federal funds	1,600,000 (183) $ 526,594 (010)	1,600,000 (183) $ 490,629 (010)
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of AUG, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Rout
for Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Bunow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISI
SALEM, OREGON AUGUST 18, 1986

Gen Files

FEDERAL AID PROJECT NO. FLH-F-3(23)

CROOKED CREEK-FLIGHT STRIP (ROME) SECTION
I.O.N. HIGHWAY
MALHEUR COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (PRIMARY) (STA. 2409+00 TO (2356+00) (STA. 2117+00 TO 2064+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Cement for Treated Base	$ 65.00	1,817	$118,105.00	1,189.31	$ 77,305.00	
			$118,105.00		$ 77,305.00	
					Decrease	$ 40,800.00
		Subtotal of previous estimate of 4-24-84				367,385.00
					Total	$ 326,585.00

TYPE CODE Y007 (CONTRACT NO. 9628)
TRUCK WEIGH STATION (L.N. 19.38 MI.)

Total as on estimate of 4-24-84 $ 148,255.00

TYPE CODE Y007 (CONTRACT NO. 9769)
TRUCK WEIGH STATION (L.N. 19.38 MI.)

Total as on estimate of 4-24-84 $ 81,746.00

CONTRACT NO. 9628

Length of Roadway	2.008 mi.
Cost of Roadway Per Mile	$ 162,641.94

CONTRACT NO. 9769

Length of Roadway 0.0 mi.

SUMMARY OF FUNDS

Description	Group	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway (FLH)	1	183	100%	$ 1,374,121	$ 1,374,121	$ -----
Roadway (F)	2	010	88.15%	326,585	287,884	38,701
Weigh Sta. Contr. #9628 (Primary Funding)		010	88.15%	148,255	130,686	17,569
Weigh Sta. Contr. #9769 (Primary Funding)		010	88.15%	81,746	72,059	9,687
Subtotal				$ 1,930,707	$ 1,864,750	$ 65,957
Reserve		183	100%	225,879	225,879	-----
Total				$ 2,156,586	$ 2,090,629	$ 65,957

Sub. Job 010: 0%; Sub. Job 011: 79%; Sub. Job 020: 0%; Sub. Job 021: 0%
Contract No. C09628
Prefix: C123-1485 P.E.
Prefix: C123-1086

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. C09769
Prefix No. C123-1401 P.E.
Prefix No. C123-1087
DDB:bkb

9769

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5 6-	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	5-7-84	County Malheur
MODIFICATION NUMBER 3		Project Number FLH-F-3(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 18, 1983 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$2,049,131	$ 2,197,386
Federal funds	1,600,000 (183) $ 395,908 (010)	1,600,000 (183) $ 526,594 (010)
Other revisions		

9628

This modification is made for the following reasons: to include construction costs of contract No. 9769.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of May, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry C. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 24, 1984

Federal-Aid Project No. FLH-F-3(23)

Crooked Creek-Flight Strip (Rome)
I.O.N. Highway
Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (FLH)(Sta. 2356+00 to Sta. 2117+00)(Sta. 2064+00 to Sta. 1890+00)

Total the same as previous estimate of July 5, 1983 $ 1,374,121.00

Type Code I000
Roadway (Primary)(Sta. 2409+00 to Sta. 2356+00)(Sta. 2117+00 to Sta. 2064+00)

Total the same as previous estimate of July 5, 1983 $ 367,385.00

Type Code Y007 (Contract No. 9628)
Truck Weigh Station (L, N. 19.38 mi.)

Total the same as previous estimate of November 2, 1983 $ 148,255.00

Type Code Y007 (Contract No. 9769)
Truck Weigh Station (L, N. 19.38 mi.)

Mobilization	All Required	$ 3,680.00
Protective Concrete Barrier	All Required	2,875.00
Scale Site Lighting, Complete	All Required	5,628.00
Traffic Control Signal, Complete	All Required	2,355.00
Truck Scale Pit and Approach Slabs	All Required	28,224.00
Truck Scale Deck and Load Cells, Complete	All Required	11,614.00
Scale House, Complete	All Required	16,518.00
		$ 70,894.00

Anticipated Items

Electrical Service Hookup	All Required	$	500.00
	Subtotal	$	71,394.00
	Engineering		10,352.00
	Total	$	81,746.00

Contract No. 9628

Length of Roadway	2.008 mi.
Cost of Roadway Per Mile	$ 182,960.66

Contract No. 9769

Length of Project	0.00 mi.

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
FLH Funding (Roadway)	1	183	$ 1,374,121.00	$ 1,374,121.00	$ ----
Primary Funding (Roadway)	2	010	367,385.00	323,849.00	43,536.00
Primary Funding (Weigh Station) Contract No. 9628	2	010	148,255.00	130,686.00	17,569.00
Primary Funding (Weigh Station) Contract No. 9769	1	010	81,746.00	72,059.00	9,687.00
SUBTOTAL			$ 1,971,507.00	$ 1,900,715.00	$70,792.00
Reserve		183	225,879.00	$ 225,879.00	----
TOTAL			$ 2,197,386.00	$ 2,126,594.00	$70,792.00

Group 1 79% Group 2 21%
Contract No. 9628
Prefix: 123-1485 P.E.
Prefix: 123-1086

Group 1 100%
Contract No. 9769
Prefix: 123-1401 P.E.
Prefix: 123-1087

RDS:bkb

9769

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-139	U.S. Department of Transportation Federal Highway Administration	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Malheur
MODIFICATION NUMBER 2	4-12-84	Project Number FLH-F-3(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 16, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$2,115,640.00	$2,049,131.00
Federal funds	1,600,000.00(183) $ 454,535.00(010)	1,600,000.00(183) $ 395,908.00(010)
Other revisions		

This modification is made for the following reasons: To include construction costs of contract no. 9769.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 19 84.

Oregon State Highway Division
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

For H. S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

[illegible]
For File

Oregon State Highway Division
Salem, OR April 2, 1984

Federal Aid Project
No. FLH-F-3(23)

Crooked Creek-Flight Strip (Rome)
I.O.N. Highway
Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (FLH)(Sta. 2356+00 to Sta. 2117+00)(Sta. 2064+00 to Sta. 1890+00)

Total the same as previous estimate of July 5, 1983	$1,374,121.00

Type Code I000
Roadway (Primary)(Sta. 2409+00 to Sta. 2356+00)(Sta. 2117+00 to Sta. 2064+00)

Total the same as previous estimate of July 5, 1983	$ 367,385.00

Type Code Y007
Truck Weigh Station (L, N. 19.38 mi.)

Mobilization	All Required	$ 3,680.00
Protective Concrete Barrier	All Required	2,875.00
Scale Site Lighting, Complete	All Required	5,628.00
Traffic Control Signal, Complete	All Required	2,355.00
Truck Scale Pit and Approach Slabs	All Required	28,224.00
Truck Scale Deck and Load Cells, Complete	All Required	11,614.00
Scale House, Complete	All Required	16,518.00
		$ 70,894.00

Anticipated Items

Electrical Service Hookup	All Required	$ 500.00
	Subtotal	$ 71,394.00
	Engineering	10,352.00
	Total	$ 81,746.00

Contrat No. 9628

Length of Roadway	2.008
Cost of Roadway Per Mile	$182,960.66

Contract No. 9769

Length of Project	0.00 mi.

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
FLH Funding (Roadway)	1	183	$1,374,121.00	$1,374,121.00	$ -
Primary Funding (Roadway)	2	010	367,385.00	323,849.00	43,536.00
Primary Funding (Weigh Station)	1	010	81,746.00	72,059.00	9,687.00
			$1,823,252.00	$1,770,029.00	$ -
Reserve		183	225,879.00	225,879.00	-
			$2,049,131.00	$1,995,908.00	$53,223.00

Group 1 79% Group 2 21%
Contract No. 9628
Prefix: 123-1485 P.E.
Prefix: 123-1086

Group 1 100%
Contract No. 9769
Prefix: 123-1401 P.E.
Prefix: 123-1087

RDS:lks

March 27, 1985

Amwest Surety Insurance Co.
2532 SE Hawthorne Blvd.
Portland, OR 97214

CON 5
#9769

Gentlemen or Ladies:

On March 11, 1985, we wrote to you concerning release of final payment on Contract No. 9769 awarded to R. L. DeJager for the Burns Junction Truck Scale on I.O.N. Highway in Malheur County.

Final payment on this contract is $1,500.00 and the total contract amount is $73,594.00. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: R. L. DeJager
4614 NE Clark Drive
Madras, OR 97741

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9769

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: March 6, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9769, On Site Work Substantially Completed July 26, 1984
All Work Completed	September 27, 1984
Project	Burns Junction Truck Scale
Highway	I.O.N.
County	Malheur
Type of Work	Truck Scale Installation
Contractor	R. L. DeJager

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

noted

March 11, 1985 - Surety letter written.

RECEIVED
MAR 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1367

AGENDA
FEB 26 1985

Fran:

There will be three more Project Overruns coming on Friday. They are:

Burns Junction Truck Scale
I.O.N. Highway, Malhuer County
Contract No. 9769
Net Increase: $14,200.00 or 17 percent

1A-3(e)

McKay Creek Bridge
FAS A685 (Shadybrook Road), Washington County
Contract No. 9735
Net Increase: $12,100.00 or 6 percent

1A-3(f)

N. W. Kings Boulevard - Highland Drive
Walnut Boulevard (Corvallis), Benton County
Contract No. 9367
Net Increase: $43,000.00 or 5 percent

1A-3(g)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 25, 1985

In Reply Refer to
File No. CON 5

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Section: Burns Junction Truck Scale
I.O.N. Highway, Malheur County
Contract No. 9769

This federal aid project has been completed and it is now apparent that the final cost will exceed the project authorization by $14,200 or seventeen percent.

Repair and scaling of the pavement surface around the slabs, scale and building were required in order to complete the installation but was not funded in the project authorization. This work added more than $7,000 to the cost of the project. Addition of photoelectric cell controlled illumination to provide essential security in this isolated area added another $1,000.

Other changes consisting of reinstallation of a salvaged signal system for control of vehicles in the scale area, permanent pavement striping required for proper operation of the facility, and installation of a sump pump necessary to safeguard electronic scale equipment combined to add more than $2,200 to the cost of the project.

During the course of construction a myriad of very minor changes arose by way of additions or revisions requested by the weighmasters, who will be using the facility, and through discrepancies and/or omissions in the contract plans. An agreement resolving all these minor items and settling all claims on the contract was negotiated at $2,000 cost to the project.

Construction engineering costs were also increased by the necessity to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $14,200.00 to a new total of $95,946.13. This matter will be on the consent calendar for the February 26 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
R. D. Hector
George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 25, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Burns Junction Truck Scale Section
I.O.N. Highway, Malheur County
Contract No. 9769

This federal aid project has been completed and it is now apparent that the final cost will exceed the project authorization by $14,200 or seventeen percent.

Repair and sealing of the pavement surface around the slabs, scale and building were required in order to complete the installation but was not funded in the project authorization. This work added more than $7,000 to the cost of the project. Addition of photoelectric cell controlled illumination to provide essential security in this isolated area added another $1,000.

Other changes consisting of reinstallation of a salvaged signal system for control of vehicles in the scale area, permanent pavement striping required for proper operation of the facility, and installation of a sump pump necessary to safeguard electronic scale equipment combined to add more than $2,200 to the cost of the project.

During the course of construction a myriad of very minor changes arose by way of additions or revisions requested by the weighmasters, who will be using the facility, and through discrepancies and/or omissions in the contract plans. An agreement resolving all these minor items and settling all claims on the contract was negotiated at $2,000 cost to the project.

Construction engineering costs were also increased by the necessity to properly monitor, inspect and document the added work.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $14,200.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:lf

Attach.

cc: R. D. Hector
B. N. Hatcher
B. M. Walton
D. L. Trout

RECEIVED
STATE HWY ENGR
FEB 25 '85
REFER TO
FOR

9769

STATE COPY

rll

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

XX ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Malheur	DIVISION ORegon

IN COMPANY WITH: Unaccompanied.

DATE OF INSPECTION 10/25/84	INSPECTION MADE BY D. B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	PROJECT NO. F-FLH-3(23)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

BURNS JUNCTION TRUCK SCALE SECTION
I.O.N. HIGHWAY
Truck Scale Installation

This project provided for the construction of a truck scale at the junction of the I.O.N. Highway and the Steens Highway (Burns Junction).

The project was awarded on March 16, 1984 to R. L. DeJager General Contractors, 4614 NE Clark Drive, Madras, Oregon 97741 in the amount of $70,894. Contract work began on May 29, 1984 and was completed on July 26, 1984. The contract specified a completion date of June 30, 1984. The contractor has been granted a time extension which eliminates all liquidated damages based on extra work and the unavailability of State furnished power to site.

The project is now complete and acceptance is recommended.

The final cost of the project will be approximately 2 percent over the project authorization.

NOTED
W. E. SCHWARTZ
12/6

RECEIVED
STATE HWY ENGR
DEC 5 '84
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA-1448A
(Rev. 2-84)

9764

1

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Burns Jct. Truck Scale		WEEK ENDING Oct. 6, 1984
		SECTION PREFIX 123-1087
	HIGHWAY I.O.N.	COUNTY Malheur
NAME OF JOB	KIND OF WORK Truck Scale Installation	
CONTRACTOR R.L. DeJager	CONTRACT NUMBER 9769	FEDERAL AID PROJECT NUMBER F-FLH-3(23)
DATE OF CONTRACT March 16, 1984	DATE WORK STARTED May 29, 1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 81,746.13	SPECIFIED COMPLETION DATE June 30, 1984	PERCENT OF TIME ELAPSED 100%
EXCLUSIVE OF ENGINEERING: $ 74,606.73	ENGINEERING AUTHORIZATION $ 7,139	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 76,094.00	ENGINEERING COST TO DATE $ 5,907	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 2 %	PERCENT OF AUTHORIZATION 82 %	DATE PROJECT WAS COMPLETED: July 26, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30	Clear	0		
MONDAY 1	Clear	0		
TUESDAY 2	Clear	0		
WEDNESDAY 3	Clear	0		
THURSDAY 4	Clear	0		
FRIDAY 5	Clear	0		
SATURDAY 6	Clear	0		

RECEIVED
OCT 09 1984
CONSTRUCTION SECTION
[✓ CE] F CAE LS TC
[✓ COE] [✓ CM] SA CC
CA FE
CAN MA
CP [✓ QCS]
LSO FILE

CONTR. NO: 9769 DATE: Oct. 6, 1984

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

30 SUNDAY	Contract complete, no activity all week.
1 MONDAY	
2 TUESDAY	
3 WEDNESDAY	
4 THURSDAY	
5 FRIDAY	
6 SATURDAY	

REMARKS

No work on this project this week.

Estimated semi-final date: 10-10-84

FINAL REPORT

SIGNED B.N. Hatcher LOCATION Ontario

B.N. Hatcher PM

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

97 t

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 20, 1984

In Reply Refer to
File No.:
CON 5

R. L. DeJager
4614 NE Clark Dr.
Madras, OR 97741

Time Extension Request
Burns Junction Truck Scale Site
Contract No. 9769
FAP No. F-FLH-3(23)

Your request for additonal contract time in which to complete the above project has been carefully reviewed.

A contract time adjustment of an additional 7 calendar days is granted due to the unavailability of State furnished electrical power and due to the performance of extra work.

The adjusted contract time of completion of this contract is July 26, 1984. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
R. D. Hector w/att.
Barry Hatcher w/att.
FHWA w/att.
Bruce Walton

TE/102

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: September 11, 1984

Attn: O. B. Jackmond

SUBJECT: Time Extension Request
Burns Junction Truck Scale
Contract #9769

Enclosed for your consideration is a time extension request for the subject project.

The project had a specified completion date of June 30, and the contractor worked seven days past the completion date.

The project manager recommends returning five of the seven days. I see no logic however, in assessing a token two days time, when the scale was inoperable because of a lack of power, which was a state responsibility.

I recommend the time extension of seven days be granted.

William G. Anhorn
Region 5 Construction Engineer

WGA/jef

cc: Barry Hatcher

9-19-84

W. E. Schwartz -

State furnished electrical power was not available until 7-25 and/or 7-26. Project was completed 7-26. At least 3 days were used on extra work. No liquidated damages can be assessed. I therefore recommend a 7 C.D. time extension.

O. B. Jackmond

CE___ CAE___ RECEIVED LS___ TC___
COE___ ON___ BA___ CC___
CA___ SEP 18 1984 FE___
CAM___ MA___
CP___ CONSTRUCTION OCS___
EEO___ SECTION FILE___

7769

Cleared
awarded
456

N

ENV 3

February 24, 1984

Mr. John Hector
Department of Environmental Quality
Noise Control Division
P.O. Box 1760
Portland, OR 97207

RE: Burns Junction Truck Scale Site
I.O.N. Highway
Malheur County

Dear Mr. Hector:

As per our telephone conversation of February 1, 1984, I am transmitting the following:

1. Two 1"=100" sketch maps of affected area
2. Existing and projected traffic with notations
3. Narrative

The furnished material will show that the proposed scales effect a reduction rather than an increase in traffic noise and are therefore in compliance with the 10 dBA noise degradation rule. If any questions arise, please call Lee Doss or myself at 378-8511.

Very truly yours,

Tim Thex, P.E., Engineering Coordinator
Environmental Section
412 Transportation Building
Salem, OR 97310

TT:gc

[illegible]
Anderson
(kr) Cy Adams
Cy Macnab
Edwards
Turpin
✓ [illegible]
[illegible]

RECEIVED
MAR 5 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Narrative
Burns Junction Truck Scale Site
I.O.N. Highway
Malheur County

Burns Junction is a very large triangular intersection, the sides of the triangle comprised of 2-lane roadways gently curving concavely, with the vertic~~l~~es of the triangle forming Y type intersections. The I.O.N. Highway forms the southeasterly leg of the triangle, while connectors to the Burns Highway form the northerly and southwesterly legs. The proposed truck scale approaches from a tangent on the southeasterly leg, or a chord of its curvature, falling outside the traingle formed by the curving roads.

The land inside this triangle is occupied by the only roadside culture for miles in any direction: a service station, a restaurant and residence, a shop building, two motel buildings, and a small trailer park.

Comparative noise levels were developed utilizing the FHWA Noise Model. Using the FHWA interior noise level criteria of 52 dBA and assuming a 10 dBA drop through facing walls with window open, the resultant 62 dBA noise level~~s~~ contours were plotted on a shetch map of the area. Only in the southeasterly leg of the triangle on the I.O.N. Highway does the 62 dBA contour fall beyond the right-of-way line. Under the No-Build condition, peak truck hour, year 2004, the 62 dBA contour reaches a distance of 221 feet from centerline. It would reach one of the motel buildings, but this building is partially shielded by the cafe-residence building.

In the Build condition (truck scales in operation, peak truck hour, year 2004), noise levels for receptors within the triangle are materially reduced. The 62 dBA noise contour is brought back from the aforementioned 221 feet to 60 feet from centerline of the I.O.N. Highway. The noise mitigating effect of the scales is due to transfer of truck traffic to the scale approaches which are over 160 feet further distant from receptors, and to the lowering of truck speeds approaching and leaving the scales.

97690 456 N

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: February 7, 1984

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening March 8, 1984

Federal-aid Project No. F-FLH-3(23) Highway No. 456 State

Federal-aid Project Name Burns Junction Truck Scale

County Malheur

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right-of-way and relocation for this project:

☐ No additional right-of-way was acquired. Construction can be accomplished within the existing right-of-way.

☒ Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

☒ There are no individuals or families to be displaced from residential improvements.

☐ All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RH: jr

cc: J. H. Versteeg
Duane Ridings
Don Aman

81-125-1307

9769 F

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: January 24, 1984 DES 23
16643

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Burns Truck Scale

Copy #9628

The intention is to advertise the subject project on February 16, 1984 with bids received on March 8, 1984. The plans and rough draft specifications for all the contract items will be completed by February 1, 1984. The Region, on January 24, requested that the signing for the scale operation be included in the contract. The Traffic Section indicates that they will have the signing plans complete by February 1, 1984. The site development work was done by price agreement under Contract 9628, Crooked Creek/Flight Strip (Rome) Section.

WJH:jrb

cc: W. E. Schwartz
R. P. Hamilton
Wilson McBeth
Gary Potter
Steve Macnab
Region 5

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JAN 25 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-125-1387

7769 456 N

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILES

DATE: January 17, 1984

SUBJECT: Burns Junction Truck Scale

In reviewing the Contract Letting Schedule, it is apparent the facility will not be available to monitor the anticipated heavy volume of trucks which will be moving potatoes over the I.O.N. Highway during the coming spring. If we are to monitor the movement of these vehicles,it will be necessary to staff the Jordan Valley Scales until the Burns Junction site is constructed.

In discussing the project with Dan Pfenning, Assistant Chief Weighmaster, it is apparent they wish to proceed with construction under a General Services contract. However, they have been unable to write up the contract specifications necessary to advertise the project because the final plans are not available.

The Region has well-documented the high priority of this project. During the past construction season we have resurfaced a section of the route which failed, in part, because of uncontrolled truck weights. Also, we graded and paved the site in preparation for the truck scale project. We do not intend to sit back and see our investment damaged or another section of the route fail because of heavy axle loadings.

It is requested the final plans for the scale house and deck be completed soon as possible so the General Services contract may be drawn up and advertised with construction to start soon as weather conditions will allow.

Roger C Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/lm

cc: W. E. Schwartz ✓
R. P. Hamilton
Wilson McBeth
W. J. Hart
Bob Waldher
C. D. Hiatt

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudamayer
Turpin
Trent
Weberlig

RECEIVED
JAN 24 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PROGRAM SECTION
MANAGER
PROJECT UNIT ✓
JAN 19 1984
MAN. ASSIST.
PROGRAM UNIT K ✓
REFER TO — Site
FOR CO

Don, we have furnished Bridge with all the data they need. They are developing plans for scale house, scale pit & approach slab. The rest of the site has been graded & paved under the [illegible] Flight strip project. Roger

Gary S. Potter
For your info

NBM
1-27-84

1764

F

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

CON

TO: H. S. Coulter
State Highway Engineer

DATE: July 5, 1983

FROM: W. E. Schwartz
Assistant State Highway Engineer

NOTED
H. S. COULTER

SUBJECT: Burns Junction Scale House

The Jordan Valley scale site has been a problem for the Weighmasters since the new port of entry facility at Farewell Bend was opened and the Weighmaster operation moved to that site. They are too busy at Farewell Bend, and they have to travel additional miles to Jordan Valley.

The Weighmaster solution to the problem was to put a man in Burns when the weighmaster at John Day retired. He would work the scale at Jordan Valley which could hopefully be moved to Burns Junction.

Region 5 saw an opportunity to do the construction work as a part of the Flight Strip Overlay project and submitted a request to do so. The Flight Strip project is an FLH project and the additional work would have to be funded with regular federal-aid funds. The subject has come up on two occasions at our Schedule Committee meetings. Both times it was rejected by the other Committee members because they attach little importance to this work.

The 1983 estimate for the work is $234,175 for a complete installation, including a new building. This figure is based on doing the work as a separate contract. The prices for asphalt mix and excavation are more than double the prices we obtained on the current Flight Strip contract. I would estimate that the total work could be done by price agreement for $200,000, or less. It is my understanding that the contractor is agreeable with this.

My recommendation is, and has been, that we do the work and include it in the existing contract.

I asked Bob Hamilton about the portable scales. He advises that they would put in the regular permanent scales; probably move the ones at Jordan Valley. Bob says that the portable scales recently installed at Umatilla have not worked very well and have been out of operation. I am not sure of the reason.

WES:st

cc R. D. Hector
Bob Hamilton

Discussed w/ Adams 7/13/83. Advised him to proceed w/ P.A. for this work as quickly as possible.

4-6
Pat. —
Sounds like a good idea —
How fast will overlay be done? — within 6 weeks
Could project wait for 6 yr. update? — No
Any money in budget for new scales? — Not enough
How often would scales be operated? — several times a week
Scott

Cy — Keasey
7/14

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 23, 1983

NOTED
H. S. COULTER

SUBJECT: Burns Jct. Weigh Station
Highway 456
Malheur County
123-1401

There are a number of reasons why a scale should be located at Burns Jct. rather than Jordan Valley. I will try to outline them.

Your speculation about trucks making an end run through Burns to Boise is true, however, we feel that very few would actually do that. Weighmaster Supervisor Waldher estimates that perhaps only 5% would. What does happen is, when Jordan Valley is open, truckers will wait it out at the edge of town. (Weighmasters have observed CB radio conversations where the truckers will order food and coffee to be brought out to them.) Under these circumstances, they will wait as long as 36 hours or more. They cannot hold out long in the desert.

Haulers, particularly potato truckers, will overload and haul from Nevada to Idaho knowing that they can always off load at Jordan Valley to get legal, if the scale is open. In the meantime, the damage is done to the road. We feel that they would not do that with a Burns Junction site because there is no place to off load at Burns Junction. They will get legal before they enter the State. We also feel that PUC permit scales would increase dramatically because the trucker would have to return to Jordan Valley or McDermitt if he did not have one. He would not try to wait it out and he would be sent back if he tried to come through.

Presently, trucks can enter the State at McDermitt and proceed unchecked through to Bend or Lakeview. A Burns Junction site would shut that off.

A minor point, but the travel distance for Weighmasters would be cut one third from Burns to the proposed site.

— I wrongfully assumed they come from Ontario — HSC

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 27 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

R. D. Hector
Region Engineer

RDH/vt

6/30
Pat. —
Cost ?
Recommendation ?
Will Portable Ek-Deck scales work ? —

6/30
cy — Hamilton —

9769

GENERAL FILES

F

STATE OF OREGON NOTED
H. S. COULTER

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
JUN 16 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: W. E. Schwartz
Assistant State Highway Engineer, Operations

DATE: June 14, 1983

PERMIT UNIT
RECEIVED
JUN 16 1983
☒ OP ☐ OE ☐ CW ☐ ACW ☐ ACW
☐ OAS ☐ TS ☐ ATS ☐ ATS ☐ FILE

SUBJECT: Proposed Project
Burns Jct. Weigh Station
Hwy. 456
Malheur County

NOTED
W. E. SCHWARTZ

As you know, Region 5 has advocated establishment of a truck scale site at Burns Junction for quite some time. Project Prospectus has been submitted and approved by you. Also, we are in the process of obtaining the necessary right of way from the BLM for establishment of the site.

The project has been circulated through the A-95, State Clearinghouse, with no objection. In fact, everyone seems to be in favor of the project from Local Government, BLM and FHWA. The apparent problem is clearing the project through our own "in house process" in giving the green light to this project.

It is understandable projects throughout the State must be given some priority basis and also have a favorable expected benefit/cost ratio. The project selection board faces a tough problem each time someone comes up with a new project to be considered because of limited funds and our deteriorating highway system.

However, the Region feels the full benefit cost of this project is not being considered. It is felt the cost of establishing the truck scale site is the only item being considered and not the expected revenue from permits and weight-dimensional violations that are occuring on the ION and Steens Highways. Another factor to be considered should be the extended life to the highway surface by truckers observing the weight laws of Oregon when they know we are open for business.

In an attempt to obtain a full comprehensive picture of the truck movements, the Region requested the Weighmaster to carefully monitor and record their activities on this highway. Full cooperation has been extended by the Weighmaster with the following results:

1) JORDAN VALLEY WEIGH STATION

(a) Time span monitored July, 1982 - April, 1983

(b)	Total trucks observed	1815
	Total manhours	206
	Trucks per hour	8.8
	Temporary PUC permits (Ratio 1 in 14.64)	124
	Violations (Ratio 1 in 23.27)	78

Bob
I'm missing a point somewhere —
what is difference in having scale at Junction
rather than Jordan Valley? Is traffic going to Boise
over Burns if J.V. scale is open?
Scott

6/20
orig to
Hector
cy Schwartz
Hamilton

(c) February, 1983

2/1 through 2/11: Permit Extension Office at Jordan Valley issued 10 temporary PUC permits. (Weigh station closed)

2/11 through 2/15: Weigh station manned intermittently for a total of 32 hours. During this period, 13 permits were required to be purchased by truckers.

Rationale: With the weigh station closed, temporary PUC permits were sold at the rate of 1 per 26.4 hours.

With the weigh station open, temporary PUC permits were sold at the rate of 1 per 2.5 hours.

The resulting 10.56:1 ratio shows a potential permit fee of $1,000± during the time the weigh station was closed. (About $100 per day loss.)

(d) April, 1983

4/1 through 4/10: Permit Extension office sold 3 permits. Weigh station closed.

4/11: Weigh station open 9 hours and 5 permits were sold.

4/12 and 4/13: Weigh Station operated 48 hours and 24 permits were sold.

4/14: Weigh station open 8 hours and 5 permits were sold.

Rationale: With the weigh station closed, 3 permits were sold in 240 hours period or at the rate of 1 in 80 hours.

With the weigh station open 65 hours, 34 permits were sold or at the rate of 1 in 1.9 hours.

Analysis of the above shows a potential loss of 123 permits or $1,000± with the weigh station closed during the first ten days of April.

In comparing February and April, it is estimated we are potentially losing $36,000+ per year in PUC permits.

(e) Citations are a difficult item to project. However, if a conservative estimate of $250 per violation is used and the 1 in 22 ratio is applied to permanent recorder 23-012 (Blue Mtn.) for five and six axle trucks (110/day), this reflects 5.9 violations daily or

2,153.5 yearly. At $250 each, this shows $538,375. — Only if scale operates 365 days a year.

If items "d" and "e" are reasonably close, it is apparent the facility would pay for itself in a reasonably short period of time.

(f) Presently, it is possible for a truck to enter Oregon at McDermitt and travel as far as Bend or Lakeview without encountering a weigh station. Also, because of the motel and restaurant availability in Jordan Valley it is not difficult for a trucker to "wait out" the Weighmaster until he closed up.

(g) Establishment of the proposed weigh station at Burns Junction would effectively monitor truck traffic on both the ION and Steens Highways. It is felt truckers who are aware they are in violation will not choose to "wait out" the Weighmaster if he has to sit in the middle of nowhere.

In summary, it is felt we must establish this weigh station if we are to effectively monitor the movement of heavy trucks over the ION and Steens Highways in accordance with Oregon Statutes and requirements of the Surface Transportation Assistance Act. It is a well established fact, that effective monitoring of truck movements serves as an excellent deterrent to reduce violations.

It is recognized the data, projections and rationale are not a complete analytical study of the monitoring problem. Analysis by a planner or statistician undoubtedly will revise what has been shown. However, I am confident the end result will shown the immediate need for establishment of the weigh station.

It is my opinion this project should be presented once more to the Project Selection Committee for consideration.

David Carter is aware of this report and has asked for a copy of it. He advises that the FHWA would support work on the Burns Junction Truck Scale Site under an extra work order or price agreement on the Crooked Creek-Flight Strip Section now underway. That would be the least costly way to accomplish the grading and paving. That contract is well underway; grading will be completed in a few weeks and paving completed by the first part of August. Please advise me if we should proceed with any work on the scale site.

R. D. Hector
Region Engineer

RCL/RDH/vr cc: R. L. Schroeder, C. T. Keasey, Gary Potter, R. P. Hamilton

9769

F

OREGON PR JECT NOTIFICATION AN REVIEW SYSTEM

CEIVED
STATE HWY ENGR
APR 21 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

Attachment
cc: FHWA
✓State Hwy. Engr.
Location Unit
Right-of-Way Sec.
Road Design Sec.
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed. Aid Group
Reg. 5 Engr.: R. Hector
Dis.14 Engr.: C. Hiatt

CONCLUSIONS

APPLICANT: Oregon Department of Transportation Highway Division

PROJECT TITLE: Burns Junction Truck Scale Site

NOTED
H.S.COULTER

DATE: 4-19-83

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 830325-053-2-A

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 8/82

1R

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
MAR 30 1983
VISION OF STATE L

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

APR 7 1983

PNRS STATE REVIEW

Project #: OR 830325-053-2-A Return Date: APR 15 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E.H.

PNRS #2 Phone Number 6-3059

97164

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO

Date: March 25, 1983

To: Executive Department
Federal-Aid Coordination Unit

Ida-Ore Regional Planning
& Development Assn., Inc.
P. O. Box 311
Weiser, Idaho 83672

DE Swan

From: D. E. Swan, P.E., P.L.S.
Program Control Engineer

Subject: Correction on Notice of Intent
Burns Jct. Truck Scale Site
Malheur County

The Mile Point listed in my letter of March 18, 1983 and in its attachment, the Notification of Intent to Apply for Federal-Aid form, is incorrect. Please change it to: M.P. 66.18.

DJT:ab

cc D. E. Wilken, FHWA
✓H. S. Coulter
F. E. Terpin
J. B. Boyd
Gary Potter
W. J. Hart
R. D. Hector
C. D. Hiatt
Aeronautics Division
D. J. Tindall

RECEIVED
STATE HWY ENGR
MAR 28 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

ML-1

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: March 18, 1983

PRO

To: Executive Department
Federal-Aid Coordination Unit

Ida-Ore Regional Planning
and Development Assn., Inc.
P.O. Box 311
Weiser, ID 83672

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 14
Section: Burns Jct. Truck Scale Site
Highway: FAP 87 (M.P. 55.18)
County: Malheur

NOTED
H.S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be April 10, 1983.

DJT:bks
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter

W.J. Hart
Reg. 5 Engr.: R.D. Hector
Dis. 14 Engr.: C.D. Hiatt
Aeronautics Division
David Powers, Parks
D.J. Tindall

RECEIVED
STATE HWY ENGR

MAR 21 '83

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

1761 F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.:
PRO

Date: March 18, 1983

To: ALL INTERESTED FEDERAL AGENCIES

D E Swan

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Notice of Intent for Federal-Aid Funds
Section: Burns Jct. Truck Scale Site
Highway: FAP 87 (M.P. 55.18)
County: Malheur

In accordance with Federal Highway Administration procedures, attached is a Notice of Intent application to apply for Federal-Aid for the subject project.

If you need additional information, or wish to comment on these proposals, please advise the Program Management Section, Room 206 Transportation Building, Salem, Oregon 97310.

DJT:bks
Attachments

U.S. Department of Agriculture
U.S. Department of Housing
Department of Interior
Federal Aviation Administration
Ecological Services
Corps of Engineers
Environmental Protection Agency
National Marine Fisheries Service
Bureau of Land Management
U.S. Coast Guard (2)

cc: D.E. Wilken, FHWA
H.S. Coulter
D.J. Tindall

RECEIVED
STATE HWY ENGR
MAR 18 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45	46] DIVISION [79		
	Department of Transportation	Highway		
03	12] APPLICANT ADDRESS STREET [45	46] CITY [60	76] ZIP [80	
	Transportation Building	Salem	97310	
04	12] CONTACT PERSON [45	46] AREA CODE [48	49] PHONE [55	56] EXTENSION [59
	D. E. Swan	503	378	6563
01	12] PROJECT TITLE [71			
	Burns Jct. Truck Scale Site			
11	12] PROJECT LOCATION—CITY	PROJECT LOCATION—COUNTY	PROJECT LOCATION [79	
	FAP - 87 M.P. 55.18	Malheur	SEC: T: R:	

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)
Construct a truck scale in order to comply with Federal directives.

06 12] [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	217,000		29,000			246,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71	
	Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45	46] FEDERAL SUB-AGENCY NAME [79
	U. S. Department of Transportation	FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: 3-8-83	Yes ☒ 31 No ☐ 32	Yes ☒ 33 No ☐ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	April	10	1983

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 3-8-83

VI. If project includes state funds (12C), identify agency HIGHWAY DIVISION

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category______Project of ______________________________
according to the new environmental quality guidelines.

PROJECT PROSPECTUS

PART 3 — PROJECT EN ONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Burns Jct. Truck Scale Site, M.P. 66.18
ION Hwy. No. 456, Malheur County

REGION
Region 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of 3.37 acres, more or less, adjacent to the existing highway. The acquisition would be one parcel under Bureau of Land Management ownership. The project is part of a larger project to improve the Crooked Cr.-Flight Strip, ION Hwy. No. 456, which involves widening, flattening slopes and overlay paving within existing right-ow-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There would be no impacts on existing land uses, which are extensive in nature (i.e., marginal grazing activities). However 16 sections of land, including the proposed acquisition have been leased out for oil and gas exploration in this area. Due to the close proximity of the highway to the proposed acquisition,no conflicts are anticipated. The project site is part of an old abandoned flight strip and existing stockpile site.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The truck scale would require the interruption of truck traffic, as they pull on and off the highway to be monitored for weights and lengths in conformation with FHWA directives. This need for the truck scale is from federal directive, and this is the best site to cover truck movements in this part of the state. Would improve safety of trucks operating in Oregon. Proper acceleration and deceleration lanes will be provided for safe traffic merging.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

The proposed acquisition is in a previously disturbed area because of the abandoned air strip and the close proximity of the highway. Part of the proposed acquisition coincides with an existing Highway Division Stock Pile Site acquired from B.L.M.(20 acre site). No impacts on cultural resources, other than possibly an improved economic climate for gas-restaurant-motel located across the highway.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

No areas of concern or controversial issues are known to exist because of the previous disturbance of the area tied to the abandoned air strip, stock pile site and the existing highway.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural Resource Clearance

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston John Preston	963-3177	

772

456 N

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. B. Boyd
Right of Way Manager

DATE: March 8, 1983

1 Versteeg ✓
Anderson
3 Adams
Macnab
2 Stoudenmeyer
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 10 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return to
Bring Up
Action

SUBJECT: Proposed Truck Scale Site
Burns Junction, M.P. 66.18
ION Highway, No. 456
Malheur County

This project has been a long standing priority of Region 5 because of our apparent inability to adequately monitor movements of trucks on the ION and Steens Highways with our existing scale sites.

The establishment of a truck scale at Burns Junction will provide a stratigic location for the Weightmaster to properly monitor truck movements over both the Steens and ION Highways. The proposed site is on property controlled by the Bureau of Land Management.

In accordance with Interagency Agreement No. AA 851-IA2-40, executed between the Bureau of Land Management and the Federal Highway Administration, and US Code Title 23, Section 317, it is requested you petition the Federal Highway Administration to convey the Right of Way request to the Bureau of Land Management.

Enclosed is an Environmental Analysis identifying the purpose, need and alternatives along with a sketch map showing the right of way necessary for the site. Also, enclosed is a statement from the BLM showing their District Archeologist has concluded there are no significant cultural resources in the project area.

This project has been discussed in detail with BLM and FHWA representatives who have given their tentative concurrence.

Property ties have been forwarded to Frank Terpin, Location Engineer, for preparation of legal description at the appropriate time.

Roger C. Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/vt
cc: Dave Carter, FHWA
F. E. Terpin
Hank Wakerlig
P. F. Burnett

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

March 1, 1983

ENVIRONMENTAL ANALYSIS

Burns Junction Truck Scale Site
ION Highway No. 456, M.P. 66.18
(NW¼, SE¼, Sec.18,T32S, R40E,WM)
Malheur County

Introduction: Purpose, Need, and Alternatives

The purpose of the proposed project is to construct a new truck scale site at the junction of the I.O.N. Highway (Highway 95) and the Steens Highway (Highway 78). The project would involve the construction of a scale building, scale pit, roadway to the site, and installing permanent signing and illumination. The project is planned to be part of a larger project to improve the Crooked Creek to Flight Strip portion of Highway 95, which involves widening, flattening slopes and overlay paving within the existing right-of-way.

Heavy truck traffic travelling the I.O.N. Highway coupled with growing truck traffic on the Steens Highway are major contributors to the rapid deterioration of both highways. The 1981 traffic classification shows that 37.7 percent of traffic volumes are heavy vehicles, most of which are moving without the benefit of truck scales or permits. Furthermore,line trucks hauling food products from northern Nevada to Idaho for processing are under the honor system to obtain PUC license. Significant compliance is doubtful. Consequently, the Federal Highway Administration (FHWA) has directed the adequate enforcement of weight regulations. This project will not only protect the existing investment in the two highways, but would also capture lost revenues. With an estimated one-half of the current trucks travelling illegally, the cost of the proposed truck scale would be recovered by lost revenues in less than one year.

The ideal location for the construction of the truck scale is on an approximately 3.34 acre parcel of B.L.M. land located on the inside of the curve of the I.O.N. Highway at Burns Junction. The proposed site is directly across the highway from the existing commercial facilities (gas station, restaurant, and motel). This is the only site that a scale can weigh trucks travelling on either the I.O.N. or Steens Highway. The proposed site is relatively level, has good sight distance, visibility of both highways, and provides ample turn-around space for trucks headed in any direction to and from the scale. No other site contains the required sight-visibility criteria and still providesaccess to and from both highways.

Physical Environment

No adverse impacts on the physical environment are anticipated by the project. The local area is best described as a rough, uneven plateau composed of old lava flows and sediments dissected by a number of intermittent and perennial streams. Characterized by less than 10 inches of annual precipitation, land capability in the project area is Class VI. The local area's sagebrush/grass associations generally support no more than marginal grazing activities.

Drainage in the local area is to the south and east away from the proposed scale site. While this would facilitate a septic system and drain field, the scale building will be of a newer design with a chemical restroom built into it. Construction material will come from some excavation required at the east end of the project and from several gravel sources in the area.

Cultural Environment

Location and Settlement Patterns,

Located 55 miles north of the Oregon-Nevada border, 92 miles southeast of Burns, and 46 miles west of Jordan Valley, Burns Junction is situated in one of the more isolated and sparcely populated areas of Oregon. Extensive ranching operations, augmented by irrigated forage crops along the scattered perennial streams, dominate the local economic base. The service station, restaurant, and motel at Burns Junction literally provide the only highway related services between McDermitt and Jordan Valley (101 miles apart) and McDermitt and the Burns area (147 miles apart). A B.L.M. guard station is also situated at Burns Junction.

Cultural Resource Survey.

A February 22, 1983 letter from Raymond E. Monroe, Area Manager, Vale office of Bureau of Land Management, indicated that three Class III surveys had been conducted in the immediate vicinity of the proposed project. Based on those surveys (tied to the recent construction of a B.L.M. guard station at Burns Junction), the District Archaeologist has concluded there are no significant cultural resources in the area of the truck scale site.

Right-of-Way Acquisition.

The project will require the acquisition of approximately 3.34 acres adjacent to the existing highway. The required right-of-way is all under B.L.M. ownership. However, 0.65 acres, more or less, of the proposed acquisition is contained within a 20 acre parcel of B.L.M. land for which the Highway Division holds the rights for use as a material source. The entire proposed acquisition would be a strip less than 1300 feet in length and at its greatest width no more than 165 feet from the existing highway.

Land Use.

There would be no adverse impacts on land use in the project area. The proposed project site is near an abandoned airstrip, and the area is now utilized for marginal grazing activities. The southern 0.65 acre portion of the project is part of a Highway Division material site. No conflicts of use would occur. There would be no conflicts with utilities associated with the project. Zoning at the project site is in a 40 acre minimum farming related zone. The project will be allowed on a conditional use basis through the Malheur County Planning Commission.

Traffic Flows, Flow Patterns and Safety.
When in use, the truck scale would result in the interruption of truck traffic, as trucks pulled on and off the highway to be monitored for weights and lengths. Proper acceleration and deceleration lanes, permanent signing, and illumination will be provided for safe traffic merging and flow. Traffic congestion could potentially occur from trucks parking during weighing activities to patronize the commercial establishments across the highway. However, any parking during weighing hours is prohibited except for weighing business. Such illicit parking would be controlled by appropriate signing.

Economic Impacts.
The existence of highway related commercial development across the highway from the proposed scale site presents a potential for economic impacts. The mandatory stopping of truck traffic is anticipated to improve the economic climate of the service station, restaurant, and motel. Such potential increased demand could produce the need for additional parking by these businesses. Currently the three businesses, plus a trailer park, occupy approximately three acres of land in a triangle enclosed by the turning ramps of Burns Junction. The three acres appear not only large enough to accommodate expanded parking,but also for additional development if warranted (the entire three acre parcel is zoned "Commercial"). However, if future demand did warrant development beyond the junction enclosure, a request for the conversion of nearby B.L.M. land could occur. This would also require a zone change.

But it should be noted that the potential for any improved economic demand for the existing developments is diluted when considering that the proposed truck scale would not be operated on a full-time basis. Current plans call for the scale to operate five days at a time, but on a varying schedule. Such scheduling would be in response to varying truck traffic volumes.

Summary

Increasing truck traffic on both the I.O.N. Highway (U.S.95) and the Steens Highway (Ore.78) is the major ingredient in the rapid deterioration of both highways. Overweight trucks are a particular problem and current weighing facilities are inadequate to enforce weight regulations. In all, it is estimated that more than one-half the trucks are running illegally. In response, the Federal Highway Administration has mandated the proper monitoring of truck vehicle weights and permits. The proposed scale site at Burns Junction is the only location that satisfies sight-visibility criteria and still provides monitoring coverage and access to and from both I.O.N. and Steens Highways. The site, however, will require the acquisition of 3.34 acres from the Bureau of Land Management.

There will be no adverse impacts on the physical or cultural environment. Potential traffic congestion from interrupted truck traffic flows would be mitigated by proper signing, illumination, and acceleration-deceleration lanes. Additional parking may be required for commercial facilities across the highway if truck weighing activities results in increased demands. Finally, no irreversible and irretrievable commitments of resources are known or anticipated and no areas of concern or controversial issues are known to exist.

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary A. Potter, Manager
Environmental Section

DATE: March 1, 1983

SUBJECT: Burns Junction Scale Site
I.O.N. Highway No. 456, M.P. 66.18
Malheur County

Attached for your records is a copy of the Environmental Analysis for the subject project. Aimed at specifically satisfying B.L.M. environmental requirements, the analysis will be sent directly to B.L.M. accompanying our right-of-way acquisition request materials.

The Project Environmental Classification and a cultural resource clearance from B.L.M. are already in your office.

John Preston

John Preston
Region Environmentalist

JP/lm

Attach.

Proposed project file

☑ RE ☐ RCE ☑ RME ☑ ROE

☐ RFA FEB 24 1983

RECEIVED
REGION 5 OFFICE

Gary A. Potter, Manager
Environmental Section

February 24, 1983

Burns Junction Truck Scale Site
I.O.N. Hwy. No. 456, M.P. 66.18
Malheur County

Attached is a cultural resource clearance from the Vale office of Bureau of Land Management for the area of the proposed truck scale at Burns Junction. The cultural resource surveys conducted by B.L.M. were tied to the recent construction of a guard station north of our proposed project.

John Preston
Region 5 Environmentalist

JP/lm

Attachment

United States Department of the Interior

BUREAU OF LAND MANAGEMENT

P. O. Box 700
Vale, Oregon 97918

IN REPLY REFER TO
8100

FEB 22 1983

Mr. John Preston
Highway Division, Oregon Department of Transportation
P. O. Box 850
La Grande, Oregon 97850

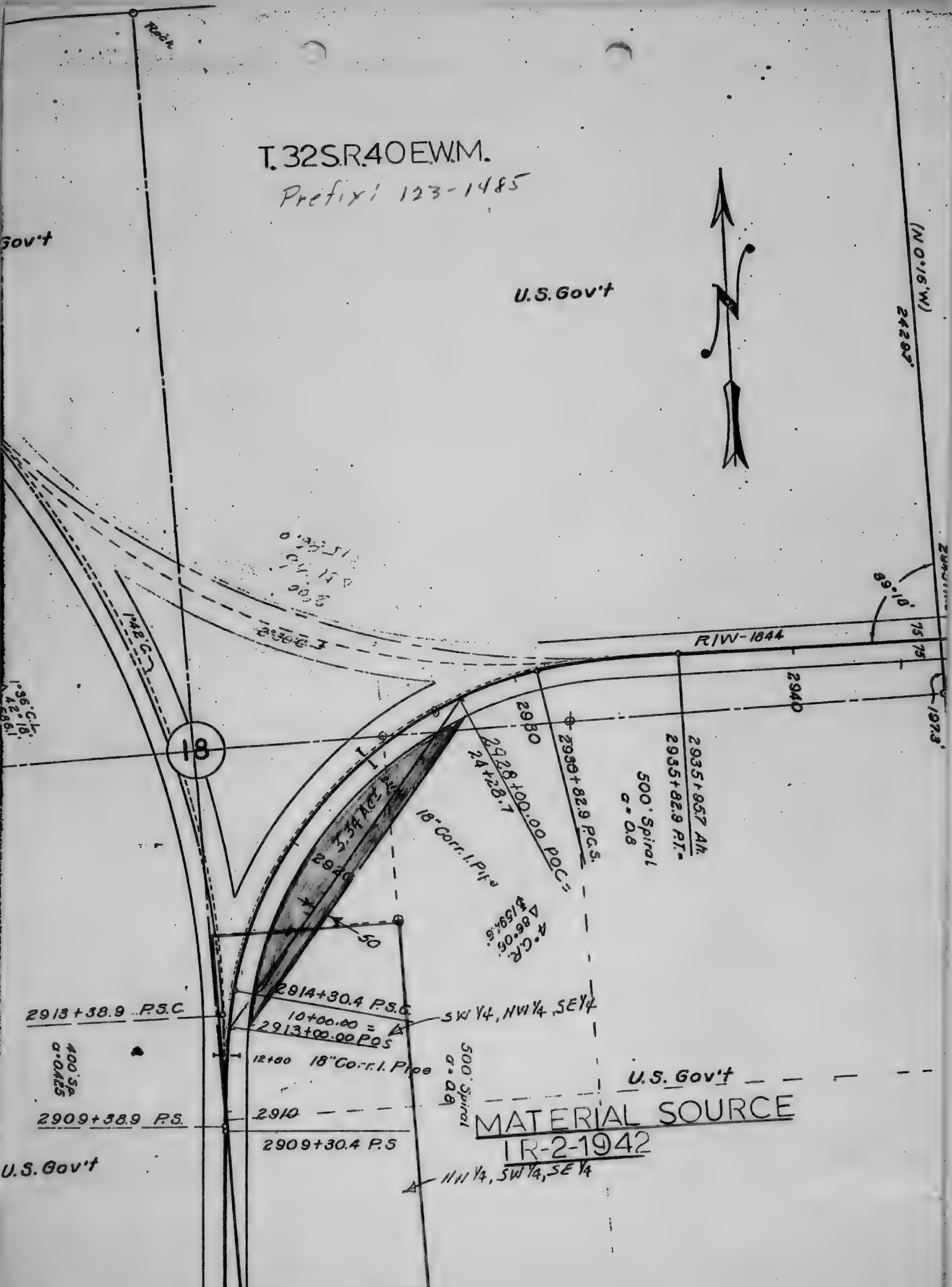
Dear Mr. Preston,

We have reviewed our District archaeological site files for the area around your proposed truck scale site at Burns Junction (SE¼, Sec. 18, T32S, R40E, W.M.). Prior to the construction of our guard station at Burns Junction, we conducted three Class III surveys in the immediate vicinity of your project. Based on those surveys, the District Archaeologist has concluded there are no significant cultural resources in the area of your proposed project.

Sincerely,

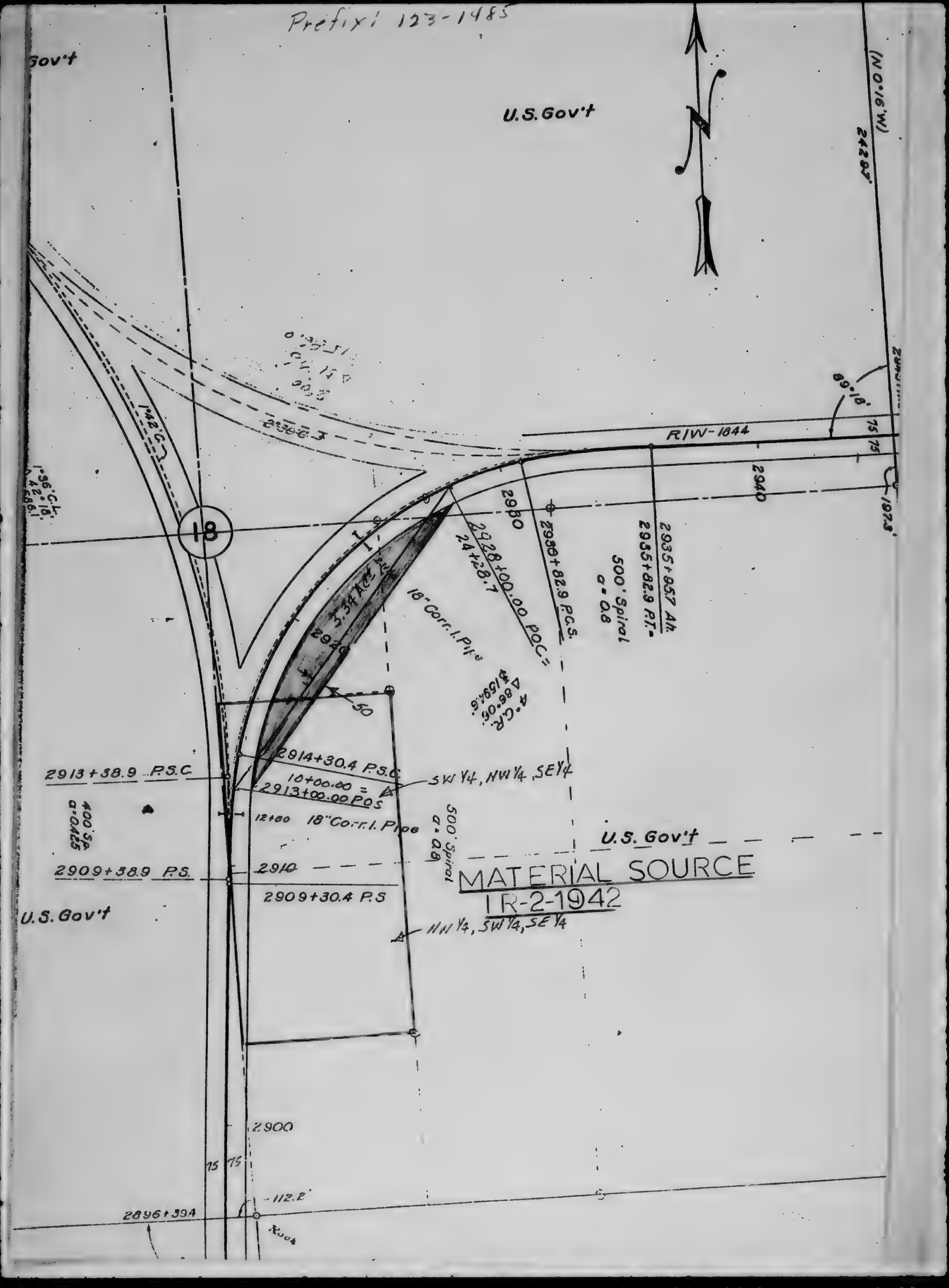
Raymond E. Monroe

Raymond E. Monroe
Area Manager


Rock
T.32S.R.40E.W.M.
Prefix: 123-1485
Gov't
U.S. Gov't
N
(N0°16'W.)
2428.0'
89°18'
R/W-1844
75
75
2940
197.3'
2930
2928+00.00 P.O.C.=
24+28.7
2930+82.9 P.C.S.
2935+82.9 P.T.=
2935+95.7 Ah.
500' Spiral
a=0.8
1°42'C.
2°30'C.
1°36' C.L.
42°18'
18
3.34 Ac.
2920
18" Corr. I. Pipe
4°C.R.
Δ 86°06'
159.6
50
2914+30.4 P.S.C.
10+00.00 =
2913+00.00 P.O.S.
SW 1/4, NW 1/4, SE 1/4
2913+38.9 P.S.C.
400' Sp.
a=0.425
12+80
18" Corr. I. Pipe
500' Spiral
a=0.8
U.S. Gov't
2909+38.9 P.S.
2910
2909+30.4 P.S.
U.S. Gov't
NW 1/4, SW 1/4, SE 1/4

MATERIAL SOURCE
1R-2-1942

Prefix: 123-1485


Gov't
U.S. Gov't
N
(N 0°16' W)
2428.7'
89°18'
R/W-1844
75 75
2940
2930
1873.5'
18
142 C.
1°36' C.L.
42°18'
1168.1'
2935+85.7 Ah.
2935+82.9 P.T.-
500' Spiral
a=0.8
2930+82.9 P.C.S.
2928+00.00 POC=
24+28.7
3.34 Ac.±
2920
18" Corr. I. Pipe
4° C.R.
86°06'
2159.6
50
2914+30.4 P.S.C.
10+00.00 =
2913+00.00 POS
SW 1/4, NW 1/4, SE 1/4
2913+38.9 P.S.C.
400' Sp.
a=0.425
12+80
18" Corr. I. Pipe
500' Spiral
a=0.8
U.S. Gov't
2909+38.9 P.S.
2910
2909+30.4 P.S
U.S. Gov't
MATERIAL SOURCE
IR-2-1942
NW 1/4, SW 1/4, SE 1/4
2900
75 75
-112.2'
2896+39.4

9/41

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

March 4, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Classification
Burns Junction Truck Scales
ION Highway
Malheur County
F-87(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurence is requested.

Very truly yours,

Gary A. Potter, Manager
Environmental Section

ENVIRONMENTAL SECTION
March 15, 1983

GAP:lb

Attachments (4)

CONCUR:
for ______ 3/14/83
Division Administrator Date
FHWA OREGON DIVISION

cc: J. B. Boyd
J. H. Versteeg
Keats Oliver
L. E. George
Buz Swan
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Dale Hiatt

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Burns Jct. Truck Scale Site, M.P. 66.18, ION Hwy. #456, Malheur

REGION
Region 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require about 3.7 acres of land outside of existing highway right-of-way. This land is owned by the Bureau of Land Management. A portion of this area, approximately 0.7 acres in size, is part of a 20 acre parcel leased by the BLM to the Oregon State Highway Division for use as a material source.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The proposal is consistent with the county comprehensive land use plan. The affected area is periodically used for cattle grazing, being associated with extensive range land owned by BLM. The Highway Division's 20 acre material source is presently unused. The loss of 0.7 acres from the source will have only a minor impact on the material source potential of this site.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The truck scale will not affect traffic volumes, but will have a minor effect on traffic flow since trucks will periodically be required to pull-off the highway for weighing. Monitoring truck weights and lengths should have a positive effect on traffic safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

The Bureau of Land Management has surveyed the area for the presence of archeological resources and found none. There are no parks, historic or scenic resources in the affected area.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

No areas of concern or controversial issues are known to exist.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project can be accomplished with only minor additional right-of-way, and without the potential to significantly impact the natural or human environment.

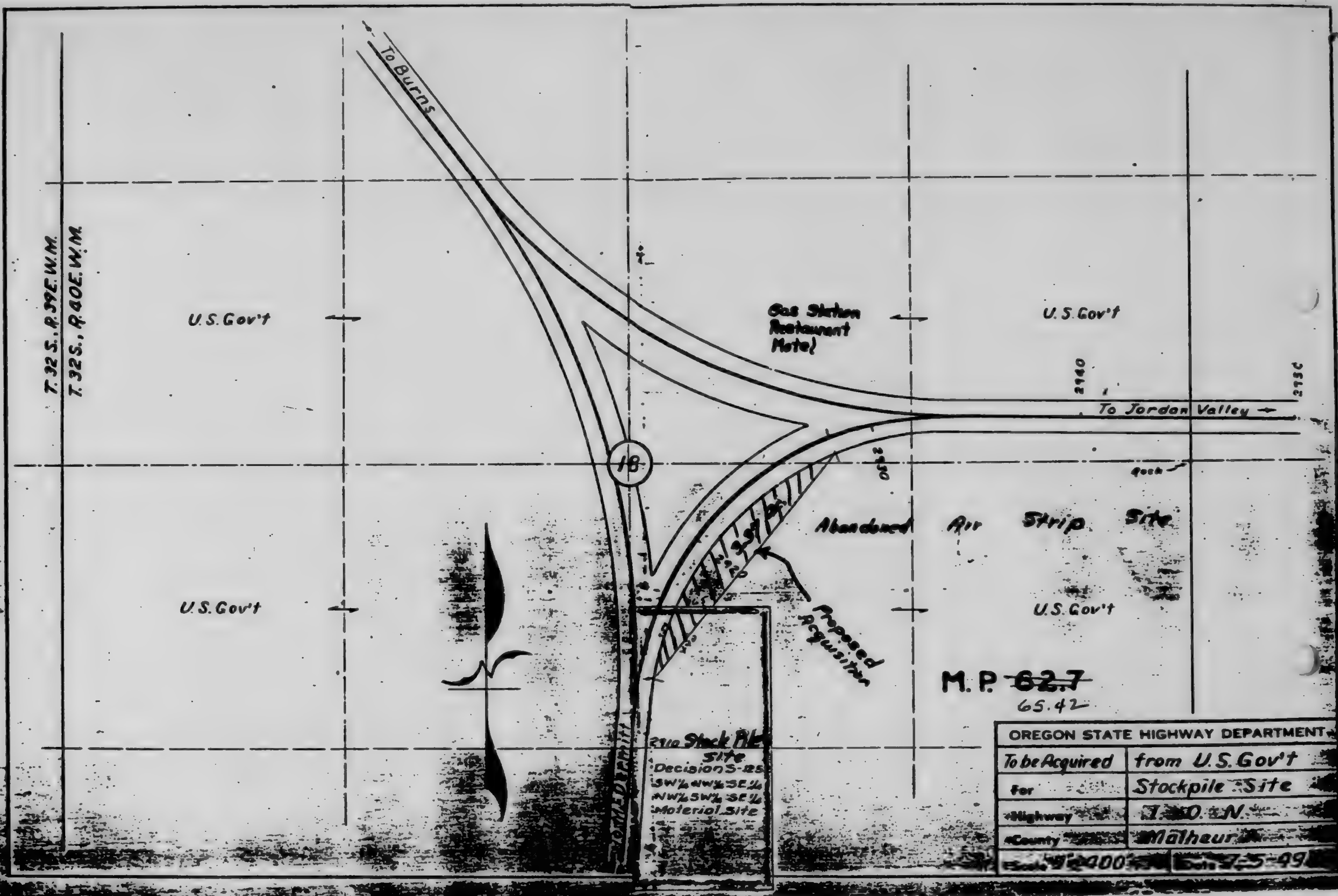
OTHER DOCUMENTATION

Cultural Resource Clearance

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston/Cam Gilmour	963-3177	

734-1913 (7-82)

IR-2-1942



T.32S., R.39E.W.M.
T.32S., R.40E.W.M.
To Burns
U.S.Gov't
U.S.Gov't
18
Gas Station
Restaurant
Motel
U.S.Gov't
2940
To Jordon Valley
2930
Rock
2930
Abandoned Air Strip Site
.37 Ac
2920
Proposed
Acquisition
U.S.Gov't
2910 Stock Pile
Site
Decision S-125
SW¼ NW¼ SE¼
NW¼ SW¼ SE¼
Material Site

M.P. ~~62.7~~
65.42

OREGON STATE HIGHWAY DEPARTMENT	
To be Acquired	from U.S. Gov't
For	Stockpile Site
Highway	[illegible]
County	Malheur
Scale [illegible]400'	Date [illegible]-5-49

456m

PROJECT PROSPECTUS
PART 4 SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Malheur County

KEY ID#	
SECTION	Burns Jct Truck Scale Site _ (M.P. 66.18) I.O.N. HIghway
REGION	5
AUTHORIZATION NO.	#456 1
PREFIX	123-1401
DATE	2-23-83

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN		6,000	921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN		1,000	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	—	500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES		200			
						TOTALS	$ 12,000	$ 12,000
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER STATE						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
2 Adams A
Macnab
3 Steudenmeyer DNS
Terpin
4 Trout ✓
Wakerlig

RECEIVED
MAR 10 1983
ROAD DESIGN SECTION

Ro Cy Watson

Do not File
Return to
Bring Up
Action

PREPARED BY P. Lewellyn	DATE 2-23-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 3/4/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 3-2-83
RECOMMENDED, LOCATION ENGINEER X Frank E. Terpin	DATE 3/2/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Burns Jct. Truck Scale Site (M.P. 66.18) I.O.N. Highway			KEY ID #	
			REGION 5	
STATE HIGHWAY # 456	HIGHWAY NAME I.O.N.		MILE POST FROM 65.88 TO 66.15	LENGTH 0.27
☐ URBAN ☒ RURAL	CITY --	COUNTY Malheur	ROAD/STREET NAME --	
ROUTE # 95	FEDERAL AID # 87	APPLICANT (IF OTHER THAN STATE) --		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 12	GRADING	(✓)	X	FILES (#)	1
RIGHT OF WAY		$ B.L.M.	PAVING	(✓)	X	ACRES (#)	3.4
ROADWAY	$ 146		Scale pit & building STRUCTURES	(✓)	X	RELOCATIONS (#)	0
scales STRUCTURES	$ 35		SIGNING	(✓)	X	**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$ 0		SIGNALS	(✓)	-	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ 9		ILLUMINATION	(✓)	X	CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 5					RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 39		DESIGN CATEGORY	(1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 234	WORK TYPE	(1-12)	12	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 246					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE F.A.P.	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	0	1
STRUCTURES (#)	0	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	0	0
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

At the present the State of Oregon is not complying with Federal Directives regarding truck operations.

PROPOSED SOLUTION

As a step toward complying with Federal Diredtives, a tr truck scale needs to be operating in this area. The propose sith is the most logical. The scale to be used is now owned by the State.

REQUESTED, REGION ENGINEER By phone X P Lewellyn	DATE
APPROVED, ASST. HWY. ENG. FOR OPERATIONS	DATE 2/25/83
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART [illegible] PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

SECTION Burns Jct. Truck Scale Site	KEY ID # REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	S	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	S	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	S	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) 0	NEW (#) 0
						UTILITIES	N	(LIST BELOW)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1	0	0	0

COMPANIES
-

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	Y

DESIGN SPEED
25

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				8			12	x	12			8				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Grade	X		Pave	X	
Base	X				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Frank E. Pepin
Location Engineer
Date 3/2/83

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Burns Jct. Truck Scale Site, M.P. 66.18
ION Hwy. No. 456, Malheur County

REGION
Region 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of 3.37 acres, more or less, adjacent to the existing highway. The acquisition would be one parcel under Bureau of Land Management ownership. The project is part of a larger project to improve the Crooked Cr.-Flight Strip, ION Hwy. No. 456, which involves widening, flattening slopes and overlay paving within existing right-ow-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There would be no impacts on existing land uses, which are extensive in nature (i.e., marginal grazing activities). However 16 sections of land, including the proposed acquisition have been leased out for oil and gas exploration in this area. Due to the close proximity of the highway to the proposed acquisition,no conflicts are anticipated. The project site is part of an old abandoned flight strip and existing stockpile site.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The truck scale would require the interruption of truck traffic, as they pull on and off the highway to be monitored for weights and lengths in conformation with FHWA directives. This need for the truck scale is from federal directive, and this is the best site to cover truck movements in this part of the state. Would improve safety of trucks operating in Oregon. Proper acceleration and deceleration lanes will be provided for safe traffic merging.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

The proposed acquisition is in a previously disturbed area because of the abandoned air strip and the close proximity of the highway. Part of the proposed acquisition coincides with an existing Highway Division Stock Pile Site acquired from B.L.M.(20 acre site). No impacts on cultural resources, other than possibly an improved economic climate for gas-restaurant-motel located across the highway.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

No areas of concern or controversial issues are known to exist because of the previous disturbance of the area tied to the abandoned air strip, stock pile site and the existing highway.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural Resource Clearance

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston John Preston	963-3177	

734-1913 (7-82)

1161

F

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: Donald R. Adams
Final Design Engineer

DATE: February 18, 1983

FROM: Frank E. Terpin F.E.T.
Location Engineer

NOTED
E. S. HUNTER

SUBJECT: Burns Jct. Truck Scale
I.O.N. Highway
Malheur County

Herewith is data for subject project as listed in the enclosed transmittal letter dated February 11, 1982.

On February 17, 1982, the Executive Schedule Committee met and recommended that this project be postponed, but later consideration may be given to add it to the ongoing contract.

According to Roger Lang, we are not anticipating supplying water to the site. Water will be provided by a five-gallon cooler and electric power will be supplied later as any easements for this power must be obtained by the utility and cannot be obtained by us.

Roger Lang is pursuing R/W negotiation with BLM as per U. S. Code Title 23, Section 317, and the Policy Act between BLM and FHWA, dated July 1982.

FET:PVL:ge
Enclosures

cc D. E. Swan
E. S. Hunter
R. D. Hector
R. Ewen
R. P. Hamilton

RECEIVED
TECHNICAL SERVICES
FEB 23 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7769

STATE OF OREC[illegible]N

INTER[illegible]FICE MEMO

456

N

TO: Frank Chalupsky
Chief Weighmaster

DATE: September 30, 1980

FROM: R. D. Hector
Region Construction Engineer

SUBJECT: Proposed Scale Site
Burns Junction
I.O.N. Highway

Some time ago you asked that we make a feasibility evaluation of the construction of a scale sight in the Burns Junction Area. That chore is completed and is herewith transmitted to you.

Region is supportive of this project. Over the past few years, we have spent a lot of money and effort to get the I.O.N. Highway in good shape. We feel that this proposal will contribute toward keeping it that way.

Resident Engineer Barry Hatcher prepared this evaluation and has included a narrative report as a part of his work. I agree with his evaluations and want to stress that it is my judgement that cost savings can indeed be realized if this work is let as a part of the Crooked Creek-Rome Flight Strip Section project scheduled for 1981.

This data is reconnaissance in nature, more details will have to be developed in order to prepare a bidding plan. If it is decided to go ahead with the project, this data should be returned to us for additional work.

If we can be of further help with this, give me a call.

RDH/dt

cc: Barry Hatcher
Bob Waldher
Hal Versteeg

1 Versteeg ✓
Anderson
3 Christensen Don
2 Olson [illegible]
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 02 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring up ___/___
Action

1-125-1387

1984 Dodson O'Xing Section, 9770
Columbia River Highway E of Dodson.
(bridge deck overlay)

9 7 -

jc   cc: OSHD (L. W. Rulien)

STATE COP

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5/27/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. IR-84-2(6)33
COMPLETION DATE (Actual) 10/12/84	ACCEPTANCE DATE BY CONRTACT AGENCY 6/6/86	TIME ELAPSED 164 %	CONTRACT TIME 120 Calendar Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DODSON OVERCROSSING
COLUMBIA RIVER HIGHWAY
Deck Overlay & Rail Replacement

This project provided for a latex concrete overlay of the subject structure.

The contract was awarded to Butler Sealant Company on 3/16/84. Work started 3/29/84 and was completed 10/12/84. The contractor was allowed 120 days to complete the work and used 197 days. A 69 day time extension was granted and 8 days liquidated damages totalling $3,200 were assessed. The final project cost of $426,223 overran the original authorization by 8%.

The installation of the metal guardrail across the structure was found to be impractical as designed and a change was made, moving the post back about six inches and installing wooden block-out posts to make up the difference. This took some time and caused some extra work which resulted in a $22,000 claim settlement.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

0

RECEIVED
STATE HWY ENGR
JUN 2'87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 5-27-87	TITLE District Engineer	DATE 6/1/87

FORM FHWA 1446B
(Rev. 2-84)   PREVIOUS EDITIONS MAY BE USED.

9770

N

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 3-100

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-11-87

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State Oregon

County Multnomah

Project Number IR-84-2(6)33

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 426,060.00	$ 434,961.00
Federal funds	$ 392,912.00	$ 400,872.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of MAR, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XRX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 3, 1987

Federal-Aid Project No. IR-84-2(6)33

Dodson O'Xing Section
Columbia River Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X531
Structure, Bridge No. 2176 and 2176A (Sta 1435)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Temp. Striping (FA #1)	---	---	$10,000.00	---	$16,245.58	
Furnish Guardrail Spacer Blocks (FA #2)	---	---	---	---	2,485.27	
			$10,000.00		$18,730.85	
					Increase	$ 8,730.85
		Subtotal from Estimate of August 22, 1985				379,102.00
					Subtotal	$387,832.85
					Engineering	46,858.15
					Total	$434,691.00

Length of Structure ----------------- 0.107 mi.

Federal Funds (92.22%)	$400,872.00
State Funds	33,819.00
TOTAL COST	$434,691.00

Reimbursement 100% $393,960.00 Public Law 97-424, S 145

Appn Code 044
Group 1 = 100%
Contract No. 9770
Prefix: 626-1931
Prefix: C09770

NONPARTICIPATING STATE WORK

State Responsibility for Damages All Required $2,000.00

RLC:me

9770

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8 75	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 2	8-27-85	Project Number IR-84-2(6)33

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 393,960	$ 426,060
Federal funds	$ 363,309	$ 392,912
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of AUG, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX By For: E.S. Hunter, P.E.

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 22, 1985

FEDERAL AID PROJECT NO. IR-84-2(6)33

DODSON O-XING SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X531
STRUCTURE, BRIDGE NO. 2176 AND 2176A
(STA. 1435)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Claim Settlement (PA #1A)					$22,000.00
Temp. Striping (F.A. #1)					10,000.00
					$32,000.00

Increase	$ 32,000.00
Subtotal from Estimate of April 2, 1984	347,102.00
Subtotal	$ 379,102.00
Engineering	46,858.00
Total	$ 426,060.00

Length of Structure	0.107 mi.
Federal Funds (92.22%)	$ 392,912.00
State Funds	33,148.00
Total Cost	$ 426,060.00

Reimbursement 100% $393,960.00 Public Law 97-424, S 145

Group 1 100%
Contract No. 9770
Prefix: 626-1931
Prefix: C09770

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 2,000.00

RLC:bkb

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 10-265

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Multnomah

Project Number IR-84-2(6)33

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 393,960	$ 393,960
Federal funds	$ 393,960	$ 363,309
Other revisions	Appn Code 044	

(Note: Additional Federal Funds Collected - $26,534.13)

This modification is made for the following reasons:
"The project agreement executed 4-9-84, is modified to decrease federal-aid participation to 92.22 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Jerry C. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

DODSON O'XING
MULTNOMAH CO
626-1009

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

9770

F

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-82481	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-1	State OREGON County MULTNOMAH Project No. IR-84-2(6)33

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30, Dodson O'Xing Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-15-84	0.107
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 393,960.00	$ 363,309.00 *

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

* See Additional Provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
~~BY~~ FOR: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator APR 9 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145. The additional Federal funds requested total $30,651.00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 92.22 percent."

AGREEMENT PROVISIONS

Project No
IR-84-2(6)33

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 2, 1984

FEDERAL AID PROJECT NO. IR-84-2(6)33

DODSON O'XING SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X531
STRUCTURE, BRIDGE NO. 2176 AND 2176A (Sta. 1435)

Mobilization		All Required		$ 30,000.00
Temporary Protection and Direction of Traffic		All Required		6,000.00
Temporary Signs	315	Sq. Ft.	8.00	2,520.00
Temporary Barricades	6	Each	80.00	480.00
Temporary Concrete Barriers, Reflectorized	3,476	Lin. Ft.	6.00	20,856.00
Temporary Modified Concrete Barriers, Reflectorized	863	Lin. Ft.	11.00	9,493.00
Moving Temporary Concrete Barriers	4,864	Lin. Ft.	3.00	14,592.00
Temporary Plastic Safety Markers	34	Each	12.00	408.00
Flagmen	400	Hour	10.00	4,000.00
Sequential Arrow Signs	2	Each	2,000.00	4,000.00
Temporary Illumination		All Required		38,000.00
Removal of Structures and Obstructions		All Required		4,000.00
Class "C" Asphalt Concrete	50	Ton	110.00	5,500.00
Guard Rail, Type 3	75	Lin. Ft.	25.00	1,875.00
Guard Rail to Concrete Barrier Connection	2	Each	400.00	800.00
Concrete Barrier	2,500	Lin. Ft.	4.00	10,000.00
Guard Rail, Type 1A	2,442	Lin. Ft.	25.00	61,050.00
Rail End Pieces, Type B	2	Each	50.00	100.00
Class 1 Preparation	3,980	Sq. Yd.	7.00	27,860.00
Class 2 Preparation	370	Sq. Yd.	20.00	7,400.00
Furnish Latex-Modified Concrete	220	Cu. Yd.	220.00	48,400.00
Construct Latex-Modified Concrete Resurfacing	3,980	Sq. Yd.	7.00	27,860.00
Expansion Joint, Single Seal	155	Lin. Ft.	90.00	13,950.00
Joint Seal	99	Lin. Ft.	42.00	4,158.00
Adjusting Deck Drains and Catch Basins	5	Each	100.00	500.00
				$343,802.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,650.00
Temporary Pavement Striping	All Required	1,650.00
		3,300.00
	SUBTOTAL	$347,102.00
	Engineering	46,858.00
	TOTAL	$393,960.00

Length of Structure --------------	0.107 mi.
Federal Funds (92.22%) -----------	$363,309.00
State Funds ----------------------	30,651.00
TOTAL COST	$393,960.00

Reimbursement 100% $393,960.00 Public Law 97-424, S 145

Group 1: 100%
Contract No. 9770
Prefix: 626-1931
Prefix: 626-1009

DAR:RDS:pf

DODSON O'XING
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

State Responsibility for Damages	All Required	$2,000.00

July 3, 1986

CON 5 - #9770

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

Contract No. 9770 awarded to Butler-Sealant Company for work on the Dodson Overcrossing Section of the Columbia River Highway in Multnomah County was completed on May 20, 1986, and accepted by the State Highway Division on June 6, 1986.

Final payment in the amount of $4,826.60 will be released to the contractor after July 9, 1986. The total contract amount is $376,002.99 including $20,217.69 for work performed under force account.

You have been advised previously that claims have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

cc: Butler-Sealant Company
11525 E. Marginal Way S.
Seattle, WA 98168

Corroon & Black, Inc.
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Rick Kuehn

9770

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5
9770

TO: Robert Gormsen
Manager, Commission Services

DATE: June 6, 1986 duplicate

Warren E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9770 , On Site Work Substantially Completed October 12, 1984
All Work Completed May 20, 1986
Project Dodson O'xing
Highway Columbia River
County Multnomah
Type of Work Bridge Deck Overlay
Contractor Butler-Sealant

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

memo of 6/6 lost in mail

7-3-86 - Surety letter written.

RECEIVED
JUL 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11-128-1367

9770

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
3700 SE. 92nd AVENUE, PORTLAND, OR 97266-1997

March 28, 1986

In Reply Refer to
File No

BUTLER SEALANT
11525 E. Marginal Way South
Seattle, WA 98168

Subject: Dodson Overcrossing
Contract No. C09770
Jacobsen Subcontract Payrolls

This letter will serve to rescind the 3rd notification dated 2-7-86 for the subject project.

Employee interview report dated July 16, 1984 listed three truck drivers not on the submitted subcontractor payrolls.

It also appears that your subcontractor's employees were being paid at 80% of the contract prevailing wage rates. This project required 100% of prevailing wages as published in the special provisions for their contract.

CHUCK LOBAUGH
Project Manager

pa

xc: Marion Craft
Construction
File

RECEIVED
APR 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OM
A
CAM
EEO
MAR 31 1986
CONSTRUCTION
SECTION
SPC
SA
FE
PQC
QCS
FILE

NOTED ON CARD
4/28/86

9770

RWG

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

AGENDA
NOV 18 1985
14

CON 5

DATE: November 7, 1985

TO: Oregon Transportation Commission

EG Hunter

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Dodson Overcrossing Section
Columbia River Highway, Multnomah County
Contract No. 9770

This federal aid bridge deck overlay project has been completed and it is now apparent that the final cost will exceed the project authorization by $33,500 or eight percent.

A large portion of the overrun was caused by additional work required in properly handling of striping on the project to provide adequate safety for the traveling public. It was originally intended to remove the necessary existing stripe by grinding. This was later determined to be unsafe because the grinder marks continue to show through under adverse weather conditions and would guide traffic into the median barrier. It was necessary to remove the stripe by sandblasting which resulted in a much more satisfactory job but added more than $16,000 to the cost of the project.

In addition to a latex-modified concrete overlay on the two structures, the contract provided for installation of metal guardrail on the existing sidewalks. Holes were drilled for this as shown on the plans, but the design placed them too near the edge to provide sufficient strength, and the concrete split out when the posts were installed. It was necessary to drill new holes further back and to install wood blocks to return the rail to its proper position. This extra work added $22,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $33,500 to a new total of $429,230.77. This matter will be on the consent calendar for the November 18 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 10, 1985

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO
FOR
Info Invest R/D D/R Sign Act File

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Dodson Overcrossing Section
Columbia River Highway, Multnomah County
Contract No. 9770

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There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $33,500. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt C. A. Lobaugh
B. M. Walton D. L. Trout

977

N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Dodson Overcrossing
WEEK ENDING: November 1, 1985
SECTION PREFIX: C09770
HIGHWAY: Columbia River
COUNTY: Multnomah
NAME OF JOB: Dodson Overcrossing
KIND OF WORK: Bridge Deck Overlay
CONTRACTOR: Butler-Sealant
CONTRACT NUMBER: 9770
FEDERAL AID PROJECT NUMBER: IR-84-2(6)33
DATE OF CONTRACT: March 16, 1984
DATE WORK STARTED: March 29,1984
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED:
PROJECT AUTHORIZATION: $ 396,230.77
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:
EXCLUSIVE OF ENGINEERING: $ 364,811.59
ENGINEERING AUTHORIZATION: $ 31,419.18
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 397,077.30
ENGINEERING COST TO DATE: $ 48,000.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:
ESTIMATED PERCENT: OVERRUN UNDERRUN 12 %
PERCENT OF AUTHORIZATION 153 %
DATE PROJECT WAS COMPLETED: October 12, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2176 WB	2176 EB						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27		0		
MONDAY 28		0		
TUESDAY 29		0		
WEDNESDAY 30		0		
THURSDAY 31		0		
FRIDAY 1		0		
SATURDAY 26		0		

CE___ CAE___ RECEIVED LS_____ TC_____
COE____ OM___ SA____ CC
OE ____________ [illegible] 0 5 1985 FE _____ CP _____
CA ______ PQC__ ________
C M ___ ______ CONSTRUCTION QCS__________
[illegible] ____ SECTION FILE_ ________

CONTR. NO: 09770

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	No activity
MONDAY 28	No activity
TUESDAY 29	No activity
30 WEDNESDAY	No activity
31 THURSDAY	No activity
1 FRIDAY	No activity
26 SATURDAY	No activity

REMARKS

The semi-final has been submitted. Third notification has not yet been submitted. This will be the last weekly report.

SIGNED for Charles Lobaugh LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

July 15, 1985

K. F. Jacobsen & Co., Inc.
PO Box 02215
Portland, OR 97202-0215

CON 5
#9770

Attention: Donald Donovan
General Manager

Thank you for your letter of June 7, 1985, informing us that your claim has been paid in full.

You state this is in reference to the Butler-Sealant Company Contract No. 9770 for work on the Dodson Overcrossing Section of the Columbia River Highway in Multnomah County.

This information will be noted in our records and we will advise the surety, agent and contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Butler-Sealant Company
11525 E. Marginal Way S.
Seattle, WA 98168

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Ave., E.
Seattle, WA 98102

Corroon & Black, Inc.
PO Box 8699
Portland, OR 97207

bc: Secretary of State: Filed 5-8-85; CL 1985-0101

bbc: Bryant Jackmond

FKN:kjm

NOTED ON CARD
7-15-85 kjm

K. F. JACOBSEN & CO. INC.
GENERAL CONTRACTORS
4315 S. E. McLOUGHLIN BLVD.
P. O. BOX 02215
PORTLAND, OREGON 97202

Office 239-5532
Plant 282-0983

June 7, 1985

CERTIFIED - RETURN RECEIPT
REQUESTED

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: File CON 5 #9770
Dodson Overcrossing
Columbia River Highway
Multnomah County

Attn: Mr. Robert W. Gormsen
Commission Services

Dear Mr. Gormsen:

Please be advised that our claim on the above project has been paid in full.

Please advise all necessary parties of our satisfaction.

Sincerely,

K. F. JACOBSEN & CO., INC.

Donald Donovan
General Manager

DD/kh

CERTIFIED
P 617 635 093
MAIL

RECEIVED
JUN 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9770

bc: Secretary of State-Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

bbc: Bryant Jackmond

May 7, 1985

K. F. Jacobsen & Co., Inc.
PO Box 02215
Portland, OR 97202-0215

CON 5
#9770

Attention: Donald Donovan
General Manager

Gentlemen or Ladies:

This will acknowledge your letter of April 15, 1985, filing a claim against the following Highway Division contract:

FILED BY:	K. F. Jacobsen & Co., Inc.
AMOUNT:	$2,325.10 plus interest due
FOR:	Labor and materials
AGAINST (Prime contractor)	Butler-Sealant Company
CONTRACT NO.:	9770
PROJECT:	Dodson Overcrossing, Columbia River Highway, Multnomah County
SURETY:	Hartford Accident & Indemnity Co.
AGENT:	Corroon & Black, Inc.

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5-7-85 kjm

FKM:kjm

98168
cc: Butler-Sealant Company, 11525 E. Marginal Wy. S., Seattle, WA
Hartford Accident & Indemnity Co., 1820 Eastlake Ave., Seattle, WA 98102
Corroon & Black, Inc.
PO Box 8699, Portland, OR 97207

K. F. JACOBSEN & CO. INC.
GENERAL CONTRACTORS
4315 S. E. McLOUGHLIN BLVD.
P. O. BOX 02215
PORTLAND, OREGON 97202

Office 239-5532
Plant 282-0983

REGISTERED - RETURN RECEIPT REQUESTED

9770

April 15, 1985

Oregon State Highway
121 Transportation Bldg.
Salem, Oregon 97310

Attn: Robert Gormsen

Re: Construction Dodson O'xing

Dear Sir:

Please take appropriate steps to notify all concerned that K. F. Jacobsen Co., Inc. has not received full payment for labor and materials on the above project. Our Accounts Receivable shows $2,325.10 plus interest due.

The above amount includes retainage.

Sincerely,

K. F. JACOBSEN & CO., INC.

Donald Donovan
Genreal Manager

DD/kh
cc: Spears Lubersky
Attn: Richard Borst

Please prepare standard claim letter
D
4-22-85

SAVE this - attach to Env yellow

RECEIVED
APR 17 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

February 11, 1985

Butler-Sealant
11525 East Marginal Way South
Seattle, WA 98168

CON 5
#9770

Attention: Paula L. Pai

Gentlemen or Ladies:

Thank you for your letter of January 9, 1984, in which you transmitted to us a check in the amount of $616.85 payable to Big D's Service.

This was in connection with a claim filed by Big D's Service for $616.85 against you on Contract No. 9770 for bridge deck overlay on the Dodson Overcrossing Section of the Columbia River Highway in Multnomah County.

We have forwarded the check to Big D's Service. We will note this in our records and advise the surety and agent.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:slp
cc: Hartford Accident and Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

plp 2-11-85

BUTLER-SEALANT

11525 East Marginal Way South • Seattle, Washington 98168 • (206) 433-8991

January 9, 1984

Mr. Robert W. Gormsen
Commission Services
Room 121
Transportation Building
Salem, Oregon 97310

RE: CONTRACT NO. 9770

Subject: Big D's Service

Dear Sir:

In response to your letter of December 9, 1984, we offer the following explanation:

Butler-Sealant received Big D's Service Invoice #4436 dated June 22, 1984 and issued a check for payment on July 17, 1984. Prior to mailing of this check, several vouchers for checks issued to Big D's Service in the field were recieved in Butler-Sealant's office.

We concluded that some of these checks were applied to invoice #4436 and, therefore, voided our check. This conclusion was assumed to be correct as no statement or telephone contact from Big D's Service advised us otherwise.

We apologize for the omission of payment and enclose our check in the amount of $616.85.

check forwarded
to Big D
P.O. Box 94
Cascade Locks
97014

Very truly yours,

BUTLER - SEALANT COMPANY

Paula L. Pai

Paula L. Pai,
Accounts Payable

Enclosure

cc: Big D's Service
P.O. Box 94
Cascade Locks, OR 97014

/plp

RECEIVED
JAN 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

977 1

THE HARTFORD

Pacific Division
650 California Street
P.O. Box 3615
San Francisco, California 94119

February 8, 1985

Contract 9770

Big D's Service
P. O. Box 94
Cascade Locks, OR 97014

Attn: Donald Hensgen

RE: Principal: Butler-Sealant Company
Obligee: Oregon Transportation Commission
Bond No.: 5056316

Gentlemen:

Please refer to your letter of December 9, 1984 and my response of January 31, 1985. Our principal advises me that your claim has been paid in full. Therefore, I am closing my file.

Yours truly,

Jeffery P. Hodges

Jeffery P. Hodges
Fidelity & Surety Claims Department
Hartford Accident & Indemnity Company

glb/8870b

cc: Robert W. Gormsen
Commission Services
State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

RECEIVED
FEB 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response nec as already advised that claim has been paid.

rll

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Charles Lobaugh, Marion Craft & Ben Bacon, OSHD

DATE OF INSPECTION 1/25/85	INSPECTION MADE BY T. P. Lowe, Area Engineer Original Signed by T. P. LOWE	PROJECT NO. IR-84-2(6)33

QUALITY OF WORK Satisfactory	PROGRESS OF WORK *Unsatisfactory	TIME ELAPSED 164 %	WORK COMPLETED 100 %

DODSON OVERCROSSING
Deck Overlay & Rail Replacement

This project provided for a latex concrete overlay of the subject structure.

*The contract allowed 120 days to complete the work the contractor used 197 days. The State expects the contractor will request a time extension. This matter will be addressed in the final acceptance report pending the State's review analysis and recommendation concerning the contractor's time request.

A minor change in the bridge rail design was effected by price agreement. The technical details of this design change was reviewed by the Division Office Bridge Engineer and is reflected in report No. 1.

I judged the ride over the structure is now above average for a high density latex modified overlay.

There is a small area of broken concrete adjacent to a compression joint on the eastbound lane. The State will direct the contractor to patch this small area.

The project appears to have been constructed in accordance with the contract and therefore, acceptance is recommended pending correction of the afore mentioned small area of broken concrete.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 6 '85
REFER TO
FOR
Info Inves R/D D/R Sign File

cc: Fredrickson
pw

Form F

CL 84-265

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 16 1985
BARBARA ROBERTS
SECRETARY OF STATE

January 15, 1985

IN REPLY REFER TO
FILE NO
CON 5
#9770

Campbell Crane & Rigging Service, Inc.
500 NE Multnomah, #686
Portland, OR 97232

Attention: James Robbins
Controller

Gentlemen or Ladies:

This will acknowledge your letter of December 19, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Campbell Crane & Rigging Service, Inc.
AMOUNT:	$1,448
FOR:	Labor and material
AGAINST (Prime contractor)	Butler-Sealant Company
CONTRACT NO.:	9770
PROJECT:	Dodson Overcrossing Section, Columbia River Highway, Multnomah County
SURETY:	Hartford Accident & Indemnity Co.
AGENT:	Corroon & Black, Inc.

We note that you have advised the surety, contractor, and the Secretary of State of this claim.

Please advise this office when your claim has been paid.

RECEIVED
JAN 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

1-25-85 JS.

cc: Butler-Sealant Company
11525 E. Marginal Way S.
Seattle, WA 98168

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CAMPBELL CRANE & RIGGING SERVICE, INC.

500 N.E. Multnomah, #686
Portland, Oregon 97232

P.O. BOX 11347 • 8001 N.E. 14th PLACE
PORTLAND, OR 97211 • (503) 283-3111

December 19, 1984

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Clerk
Oregon Transportation
Commission
Transportation Building
Salem, Oregon 97310

Mr. Patrick A. Humphres
President
Butler Sealant Company
11525 East Marginal Way, South
Seattle, Washington 98168

Hartford Accident &
Indemnity Company
Cedar Hills Office Park
1815 S.W. Marlow Avenue
Portland, Oregon 97225

Office of the Secretary
of State
State Capitol Building
Salem, Oregon 97310

Re: Bond Claim
Project: Dodson Overcrossing of Columbia River Highway in Multnomah County
Contracting Body: Oregon Transportation Commission
Contractor: Butler Sealant Company
Date of Contractor: March 16, 1984
Contract Number: 9770

TO: Clerk - Oregon Transportation Commission; Hartford Accidental and Indemnity Company; Mr. Humphres; Office of the Secretary of State:

Notice is hereby given that the undersigned Campbell Crane and Rigging Service, Inc. has a claim for crane rental including crew and for the move in and move out costs of Crane No. 1445 in the sum of $1,448.00 through October 9, 1984, and which was provided to Butler Sealant Company on the above project. This claim is against the bond taken from Butler Sealant Company, as principal, and Hartford Accident and Indemnity Company as surety, on the above project.

Very truly yours,

James Robbins
Controller

cc: Wall & Wall, P.C.
Attorneys at Law

C2/R4

RECEIVED
DEC 2 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-267

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 21 1984
NORMA PAULUS
SECRETARY OF STATE

December 14, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9770

Big D's Service
PO Box 94
Cascade Locks, OR 97014

Attention: Donald Hensgen

Gentlemen or Ladies:

This will acknowledge your letter of December 9, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Big D's Service
AMOUNT:	$616.85
AGAINST (Prime contractor)	Butler-Sealant Company
CONTRACT NO.:	9770
PROJECT:	Dodson Overcrossing Section, Columbia River Highway, Multnomah County
SURETY:	Hartford Accident & Indemnity Co.
AGENT:	Corroon & Black, Inc.

We will advise the surety, agent and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
12-27-84 kjm

cc: Butler-Sealant Company
11525 E. Marginal Way S.
Seattle, WA 98168

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

BIG D's SERVICE
706 S.E. Wa-Na-Pa
P. O. Box 94
Cascade Locks, OR 97014
(503) 374-8514

December 9, 1984

Robert W. Gormsen
COMMISSION SERVICES
Room 121
Transportation Building
Salem, OR 97310

RE: Claim against Butler Sealont
State Highway Contract #9770
(Dodson overcrossing)

Dear Mr. Robert Gormsen:

After several conversations with Mr. Chuck Lobaw, he has referred me to you in regards to a claim against Butler Sealont for services rendered on their trucks.in June of 1984.

Butler Sealont is a construction company that was working on the Dodson overcrossing this past summer on State Highway Contract #9770. Mechanical work was performed on their trucks by my company as follows:

Truck #139:	Remove and replace one rebuilt transmission.	$440.00
	Gasoline	$ 61.65
Truck #101:	Transmission oil & filter kit.	$ 28.50
	Gasoline	$ 86.70
Total:		$616.85

As of this date, I have not received any monies from Butler Sealont. The address for Butler Sealont is as follows:

Butler Sealont
11525 S.E. Morginel Wayso
Seattle, WA
(206) 433-8991

Your quick response in handling this matter is greatly appreciated.

Sincerely,

Don Hensgen

Donald Hensgen
Owner of Big D's Service

RECEIVED
DEC 11 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DH/mlw

9770

1-84N

STATE OF OREGON

INTEROFFICE MEMO

TO: HAL VERSTEEG
Design Engineer

DATE: August 29, 1984

FROM: Allen C. Harwood
Metro Region Operations Engineer

SUBJECT:
Dodson Overcrossing Overlay
Columbia River Highway
Contract 9770

You telephoned last week passing on a complaint about the barrier rail used on the subject project. The permanent rail installed was all salvaged rail off the project, which was what was called for on the contract. Temporary barrier may not have all met our specifications for permanent barrier since it was not produced specifically for this project. I feel that in a project such as this where we expect the contractor to reuse the existing barrier in a permanent installation, that we must allow some leeway in the temporary barrier.

1 Versteeg ✓
Anderson
HKB 2 Adams
3 [illegible] M
Edwards
Turpin
Trout
Wakerlig

RECEIVED
[illegible]
ROAD DESIGN
SECTION

Do Not
Return
Bring Up
Action

81-128-1307

9770 CL 84-164

t

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 30 1984
NORMA PAULUS
SECRETARY OF STATE

August 28, 1984

Storie Steel & Wood Products Co.
PO Box 12490
Portland, OR 97212

CON 5
#9770

Attention: Nick Storie, President

This will acknowledge your letter of August 17, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Storie Steel & Wood Products Co.
AMOUNT:	$9,332.00
FOR:	Labor and material
AGAINST (Prime contractor)	Butler-Sealant Company
CONTRACT NO.:	9770
PROJECT:	Dodson Overcrossing, Columbia River Highway, Multnomah County
SURETY:	Hartford Accident and Indemnity Co.
AGENT:	Corroon & Black, Inc.

We will advise the surety, agent and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been.paid.

NOTED ON CARD
9-4-84 kjm

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Butler-Sealant Company
11525 E. Marginal Way S.
Seattle, WA 98168

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
AUG 31 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STORIE STEEL & WOOD PRODUCTS CO.'S
P.O. Box 12490
Portland, Oregon 97212
(503) 287-1775

August 17, 1984

Bob Gormsen, Director
Commission Services
Transportation Building
Salem, OR 97310

Re: Contract No. 9770

Dear Mr. Gormsen:

This letter is to serve as a "Notice of Claim" for amounts due to Storie Steel & Wood Products Company, arising as follows:

1. Contract No. 9770
2. Amount due to Storie: $9332.00
3. This amount is due for the following goods and services:
    - a. Concrete Barrier
    - b. Concrete Barrier Pins
    - c. Concrete Barrier Freight

The above stated amount became due under the above stated contract on September 10, 1984 and timely demand was made for payment. By this notice of claim against the bond, Storie Steel & Wood Products Company is pursuing its statutory remedy as prescribed in ORS 279.528 and ORS 279.526.

Sincerely,
Storie Steel & Wood Products Co.

Nick Storie, President

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

977:

rll

U. S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMIN ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1 FEDERAL-AID PROJECT NO
IR-84-2(6)33

2 STATE PROJECT NO
See Below

2A. COUNTY NAME
Multnomah

3 FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4 PROGRAM NO.

5. ITEM NO.
20089

6 TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
4/5/84

8. FEDERAL ROUTE NUMBER
Interstate 84

9. STATE ROUTE NUMBER
Primary 2

10. GENERAL LOCATION:
Dodson O'Xing Section

11. GENERAL DESCRIPTION OF WORK
Install and remove electrical service for temporary illumination and furnish electricity

12 YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF WAY
☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/5/84 as requested in Mr. Fredrickson's letters of 6/5/84 as being cost effective for the use of City forces to proceed with the above work. State Force Order Nos. 2 and 3 representing work performed by the City of Cascade Locks forces is approved for a TEC of $730, Federal Funds $671.

RECEIVED
STATE HWY ENGR
JUN 20 '84
REFER TO
Potter
FOR
Info | Inves | R/D | O/R | Sign | Act | File

14. DATE
6/19/84

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hoss

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9770

F

March 29, 1984

Butler-Sealant Company
11525 E. Marginal Way S.
Seattle, WA 98168

CON 5
#9770

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9770 for bridge deck overlay on the Dodson Overcrossing Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

bc: C. O. Fredrickson
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
Charles Lobaugh

BUTLER-SEALANT

11525 East Marginal Way South • Seattle, Washington 98168 • (206) 433-8991

March 12, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

RE: DODSON OVERCROSSING; BRIDGE DECK OVERLAY #9770
COLUMBIA RIVER; MULTNOMAH CO.

Gentlemen:

As required by Section 5 of the supplemental required contract provisions (DBE, MBE, WBE), the following is our identification of DBE/MBE/WBE's used to meet the contract goals:

Subcontractor	Bid Items	Dollar Amount
Eagle Crest Construction	5 partial	$ 12,597.00
4911 Highway 2 East	6 partial	$ 6,394.83
Everett, WA 98205	14 complete	$ 1,875.00
	15 complete	$ 800.00
Principal Contact:	18 complete	$ 100.00
Larry W. Morrison		
(206) 621-8390		$ 21,766.83

Note: Partial items are to furnish and place concrete barrier.

This amount represents 6.3 percent of the contract amount.

Very truly yours,

BUTLER - SEALANT

Patrick A. Humphres

Patrick A. Humphres,
President

RECEIVED
MAR 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PAH/plp

cc Kay Turner

9770

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-2(6)33

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20089

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO Potter
FOR
Info | Impl | R/D | D/R | Sign | Act | File

orig w/ auth # 3/13

7. DATE AUTHORIZATION EFFECTIVE 2/15/84

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
Dodson O'xing Section

11. GENERAL DESCRIPTION OF WORK
Bridge Deck Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* anticipated items as shown in your "PS&E" Estimate dated 2/14/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost effective.

Mr. Potter's 2/13/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $646,570. Regular Federal-aid matching ratio, appropriation code 044 in amount of $596,260 and increased Federal share (P.L. 97-424 Section 145) appropriation code 04R in amount of $50,310.

A signed copy of the Title Sheet is returned herewith.

14. DATE 2/15/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9770

F

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-11-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-2(4)33		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	**4. PROGRAM NO.** **5. ITEM NO.** 20089	**2A. COUNTY NAME** Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/19/82	**8. FEDERAL ROUTE NUMBER** Interstate 84	**9. STATE ROUTE NUMBER** Primary 2

10. GENERAL LOCATION:

Dodson O'Xing Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $33,500 - F.F. $30,893

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 5/13/82.

RECEIVED
STATE HWY ENGR
MAY 24 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig to
5-24-

14. DATE 5/19/82	**15. SIGNATURE OF APPROVING OFFICIAL**	**16. TITLE** for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9770   5-13-82   F

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TR[illegible]ORTATION-HIGHWAY DIVISION
ADDENDUM TO [illegible]CATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. I	ROUTE NO. STATE
I-84, 6.9 mi. W/Hood Riv. Co. Line "Dodson O'Xing Section"	044	20089	IR-84-2(4)33	84	2

Access Control Full   Parking Restrictions Complete   System Revision None

Airports (within 2 Mi.) None   ROW N/A

Water Development None   Recreation & Historical Areas None

Multnomah (051)

A-95 Review: *FHPM 4-1-4 paragraph 5e.

State Cl. Ho. .... Exempt X* Date Approved ______

Dist. 2 Cl. Ho. ..... Exempt X* Date Approved ______ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2/25/80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 3.

(2) Included in FY '82 AP in 6 Yr. HIP on pg. 10, index 149.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
___ Incl. Archeological Salvage
___ " Util. Preparatory Work
___ " R.R. Preparatory Work

Br. No. 2176 W. Bd.
Br. No. 2176A E. Bd.

Est. Proj. Cost:

	TEC NTE	$ 33,500
92.22%	FF	$ 30,893
	STATE	$ 2,607
	___	$

For PR-37:
Field Phase $ ______
PS&E Phase $ ______

REMARKS:

Attached is a copy of "Authority for Survey" & project map.

JLG:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
5-13-82	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

xc: GENERAL FILES

1984 Cascade Highway N at 9771
Johnson Ck Boulevard Sec.
(traffic signal installation)

9771

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 7-401	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2	7-28-86	Project Number HES-9713(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 23, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 73,068.00	$ 70,953.00
Federal funds	$ 65,761.00	$ 63,857.00
Other revisions		

This modification is made for the following reasons:

To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28TH day of JUL, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C Potter

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 21, 1986

Federal-Aid Project No. HES-9713(5)

Cascade Hwy. N. @ Johnson Creek Blvd. Section
Cascade Highway North
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 10,000.00
	Total	$ 10,000.00

Type Code ROWA

Right-of-Way	All Required	$ 1,000.00
	Subtotal	$ 1,000.00
	Acquisition Expense	1,200.00
	Total	$ 2,200.00

Type Code Y031
Signal (82nd Ave. @ Johnson Cr. Blvd.)

Subtotal from Estimate on April 16, 1984		$ 53,160.00
	Engineering	5,593.00
	Total	$ 58,753.00

Length of Project ------------------ 0.0 miles

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	141	$10,000.00	$ 9,000.00	$ 1,000.00
Right-of-Way	141	2,200.00	1,980.00	220.00
Signal	141	58,753.00	52,877.00	5,876.00
TOTAL		$70,953.00	$63,857.00	$ 7,096.00

Group 1 = 92%; Group 8 = 8%
Contract No. 9771
Prefix: 3-1929
Prefix: C09771
Prefix: 3-2540

RLC:me

9771

STATE COPY F

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-183	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	4-18-84	County Clackamas
MODIFICATION NUMBER 1		Project Number HES-9713(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 23, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$10,000.00	$73,068.00
Federal funds	$ 9,000.00	$ 65,761.00
Other revisions		

This modification is made for the following reasons: to include authorized right-of-way and the construction contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18 th day of April, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

For: H.S. Coulter, P.E.
XXX

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON April 16, 1984

Federal-Aid Project
No. HES-9713(5)

Cascade Hwy. North @ Johnson Cr. Blvd. Section
Cascade Hwy. North in Clackamas County

PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required		$ 10,000.00
		Total	$ 10,000.00

Type Code ROWA

Right-of-Way	All Required		$ 1,000.00
		Subtotal	$ 1,000.00
		Acquisition Expense	1,200.00
		Total	$ 2,200.00

Type Code Y031
Signal (82nd Ave. at Johnson Cr. Blvd.)

Temporary Protection and Direction of Traffic		All Required		$ 1,000.00
Temporary Signs	143	Sq.Ft.	4.00	572.00
Temporary Barricades	3	Each	100.00	300.00
Flagmen	60	Hour	18.50	1,110.00
Sidewalk Ramps	3	Each	530.00	1,590.00
Traffic Signal Installation, Complete		All Required		41,263.00
Fire Preemption System, Complete		All Required		4,000.00
				$ 49,835.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 600.00
State Furnished Software	All Required		700.00
Signal Controller and Turn-on	All Required		2,025.00
			$ 3,325.00
		Subtotal	$53,160.00
		Engineering	7,708.00
		Total	$60,868.00

Length of project - - - - 0.0 miles

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$10,000.00	$ 9,000.00	$ 1,000.00
ROW	2,200.00	1,980.00	220.00
Signal	60,868.00	54,781.00	6,087.00
Total	$73,068.00	$65,761.00	$ 7,307.00

Group 1 92%; Group 8 8%
Contract No. 9771
Prefix: 3-1929
Prefix: 3-1063
Prefix: 3-2540

9771

STATE COPY OMB No. 04-R2089 5

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-166	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-23-82	State: Oregon County: Clackamas Project No.: HES-9713(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rt. 213 at Johnson Creek Blvd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-10-82	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 10,000.00	FEDERAL FUNDS $ 9,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Program Management Engineer
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator V 23 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division Salem, Oregon November 22, 1982	Federal-Aid Project No. HES-9713(5)

Cascade Hwy. North @ Johnson Cr. Blvd. Section
Cascade Hwy. North in Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$10,000.00
	TOTAL	$10,000.00

Length of Project ------------- 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$10,000.00	$ 9,000.00	$ 1,000.00
Retain in Program			
Contract Work	40,000.00	36,000.00	4,000.00
TOTAL	$50,000.00	$45,000.00	$ 5,000.00

Group 1 100%
Prefix: 3-1929

9771

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 4/24/86	REPORT MADE BY James Klamerus, Highway Engineer Trainee		PROJECT NO. HES-9713(5)
COMPLETION DATE (Actual) 10/10/84	ACCEPTANCE DATE BY CONRTACT AGENCY April 19, 1985	TIME ELAPSED 180 CD 100 %	CONTRACT TIME 180 CD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CASCADE HIGHWAY NORTH @ JOHNSON CREEK BLVD.
CASCADE HIGHWAY NORTH
Traffic Signals

This project provided for traffic signals at the intersection with traffic detection on 82nd Avenue and Johnson Creek Blvd.

The authorized amount for this project was $60,868.20. The final cost of this project was $58,757.41. The final cost of the project underran by 3.5%.

State forces performed the work necessary for the installation of the additional loop detector.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 05 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Og
5/6

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE James W Klamerus Thomas P Lowe		SIGNATURE G. K. Hossner	
TITLE Area Engineer Highway Engineer Trainee	DATE 4/30/86	TITLE Field Operations Engineer	DATE 5/2/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

May 7, 1985

Peerless Insurance Co.
c/o Rathbone, King & Seeley
One SW Columbia
Portland, OR 97201

CON 5
#9771

Gentlemen or Ladies:

On April 30, 1985, we wrote to you concerning release of final payment on Contract No. 9771 awarded to Tice Electric Company for traffic signals on the Cascade Highway North at Johnson Creek Boulevard in Clackamas County.

Final payment on this contract is $700.60 and the total contract amount is $48,986.60. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Tice Electric Company
PO Box 15009
Portland, OR 97215

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9771

1859

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: April 19, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9771, On Site Work Substantially Completed October 10, 1984

All Work Completed December 17, 1984

Project Cascade Hwy. N. @ Johnson Cr. Blvd.

Highway Cascade Highway North

County Clackamas

Type of Work Traffic Signal Installation

Contractor Tice Electric Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

April 30, 1985 - Surety letter written.

noted RWGormsen

81-125-1387

Contains Recycled Materials

RECEIVED
APR 22 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9771 1

FORM 734-2001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cascade Hwy. North- Johnson Cr. Blvd.

WEEK ENDING: December 22, 1984

SECTION PREFIX: 003-1063

HIGHWAY: Cascade Hwy. North

COUNTY: Clackamas

NAME OF JOB: Cascade Hwy. No.-Johnson Cr. Blvd

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Tice Electric Company

CONTRACT NUMBER: 9771

FEDERAL AID PROJECT NUMBER: HES-9713(5)

DATE OF CONTRACT: April 2, 1984

DATE WORK STARTED: July 30, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 180

CALENDAR DAYS USED: 180

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 60,868.20

EXCLUSIVE OF ENGINEERING: $ 55,552.20

ENGINEERING AUTHORIZATION: $ 5,316.

This Week 0

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 52,990.95

ENGINEERING COST TO DATE: $ 5,000.

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 4.8 %

PERCENT OF AUTHORIZATION: 94 %

DATE PROJECT WAS COMPLETED: October 12, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Traffic Signal							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	16	Rain			
MONDAY	17	Snow			
TUESDAY	18	Clear, cold			
WEDNESDAY	19	Cloud, cold			
THURSDAY	20	Snow			
FRIDAY	21	Foggy			
SATURDAY	22				

CE E CAE ---- RECEIVED LS...... TC......
COE.... OM.... SA...... CC......
OE .... DEC 26 1984 FE ...... CP .....
CA.............. POC ....
CAM .... CONSTRUCTION OCS............
SEO............ SECTION FILE. ....

CONTR. NO: 9771 Date:December 22,1984

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 16	No activity all week.
MONDAY 17	
TUESDAY 18	
WEDNESDAY 19	
THURSDAY 20	
FRIDAY 21	
SATURDAY 22	

REMARKS

STATUS: No activity. Project work complete.
VISITORS: None.

NEXT WEEK: Phasing on east side of intersection to be revised as per instructions from Traffic Engineer. State Force Order issued to install vehicle loop detectors, painted lane arrows and Lines and install metal pole barrier. Third Notification issued.

FINAL REPORT

SIGNED Gary Kennen,Project Manager LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES · WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

477

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U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINIS ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9713(5)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30013

RECEIVED
STATE HWY ENGR
NOV 23 '84
REFER TO
Potter
FOR
Info Invest R/D D/M Sign Act File

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/21/84
8. FEDERAL ROUTE NUMBER FAU 9713
9. STATE ROUTE NUMBER Primary 68

10. GENERAL LOCATION:
Cascade Highway North at Johnson Creek Blvd Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 11/15/84 and subject to the limitations of my letter (copy enclosed) dated 11/21/84 you are authorized to proceed with the acquisition of File No. 54231 as shown on R/W map 1R-4-807 at a TEC of $600; Federal Funds $540.

Federal participation for this parcel is limited to actual purchase price of easement.

A Right-of-Way certification will be required before any work is authorized on this file.

14. DATE 11/21/84
15. SIGNATURE OF APPROVING OFFICIAL John D Wickman
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12/79) PREVIOUS EDITIONS MAY BE USED

9771

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

November 21, 1984
IN REPLY REFER TO
HFO.6-OR

RECEIVED
STAT HWY ENGR
NOV 23 '84
REFER TO Hunter
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☒ File ☐

NOTED
E. S. HUNTER

CC Venstag
11-27-84

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project HES-9713(5)
Cascade Highway North @ Johnson Creek Blvd
Clackamas County
File Number 54231

We have reviewed Mr. Cobine's November 15, 1984 request for authorization to proceed with acquisition of this parcel. We understand the need for this easement is to install a loop detector for the private access signal.

Preliminary engineering was authorized on November 10, 1982, with the specific condition that the private access be included in the design. Right-of-way was authorized on August 29, 1983. Bids were opened March 22, 1984. We believe sufficient time was available to incorporate design features for the private access signal and include them in the original R/W process.

We consider this to be a design engineering error and will participate only in the actual purchase price of the easement.

Incidental acquisition costs shall be identified as non-participating.

Sincerely yours,

G.K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (J B Boyd)
OSHD (D Aman)
OSHD (G Potter)

9771

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 15, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
Wayne F. Cobine

From: for Gary A. Potter, Manager
Program Section

Subject: Project No. HES-9713(5)
Cascade Hwy. North @ Johnson Creek Blvd. Section
Clackamas County
File No. 54231

I request authorization to proceed with the actual acquisition of the subject file. This file is outlined in red on the attached print of map IR-4-807.

The estimated total cost of this easement is estimated at $2,500.00 with an obligation of $2,250.00 in federal funds (Appn. Code 141). This file does not require a relocation or moving allowance.

RDS:me
Attachment
cc: J. B. Boyd
Don Aman
General Files

Form 734-3122

RO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: November 9, 1984

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Cascade Highway North @ Johnson
Creek Section
Cascade Highway North
Clackamas County
Project #HES-9713(5)

We have received one additional file on the above project. The acquisition of this right-of-way is estimated at $2,500 and does not require a relocation or moving allowance.

Please program the acquisition of this right-of-way with the Federal Highway Administration. ✓

The above estimate covers file 54231 as shown on map 1R-4-807.

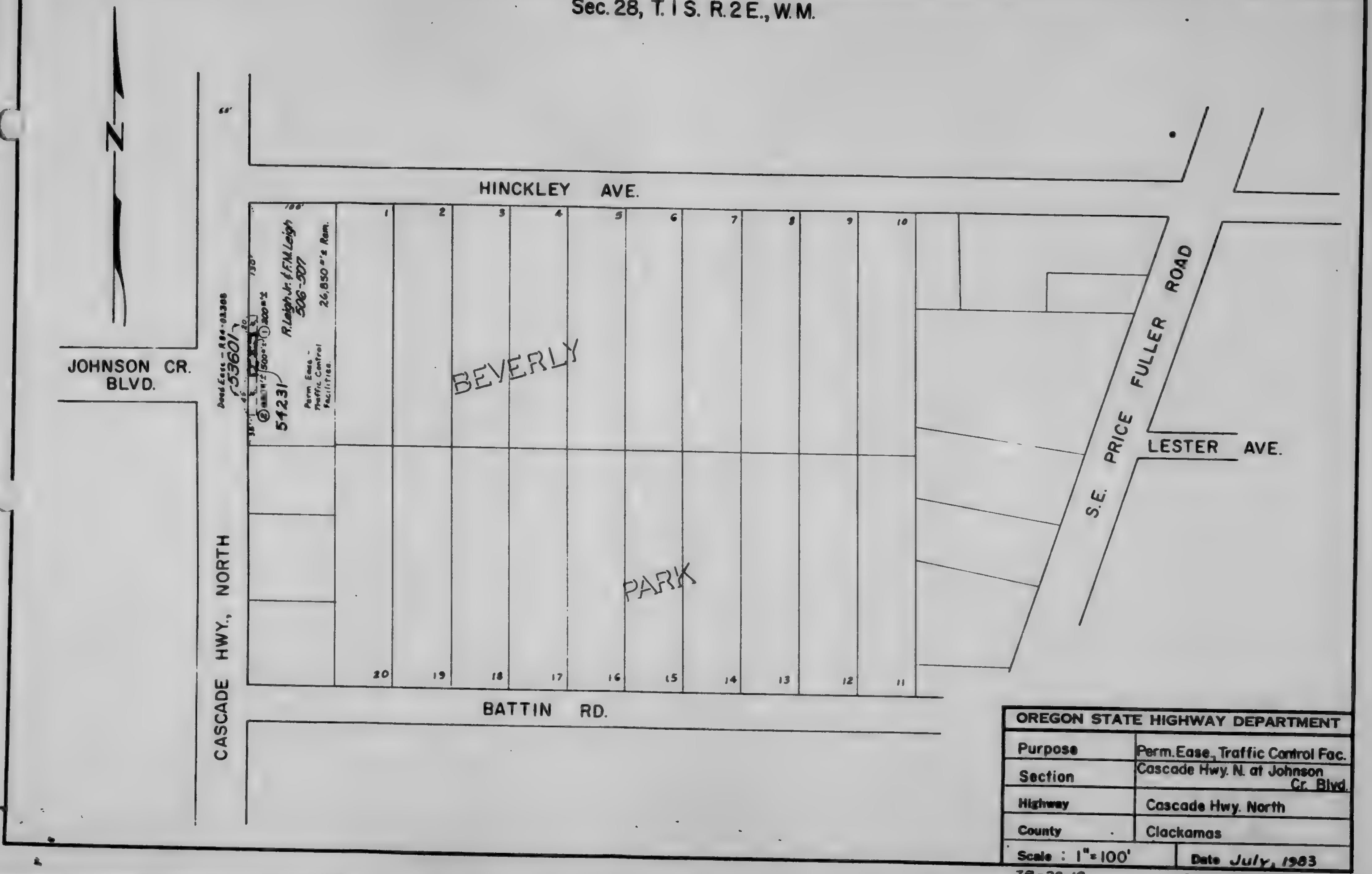
DA:jh
attach.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT C ✓ PROGRAM UNIT ___
NOV 9 1984
REFER TO / F.A.
R/D ___ ACT ✓ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1367

1 R-4-807

Sec. 28, T. I S. R. 2 E., W.M.


Z
HINCKLEY AVE.
S.E. PRICE FULLER ROAD
LESTER AVE.
BATTIN RD.
CASCADE HWY., NORTH
JOHNSON CR. BLVD.
BEVERLY
PARK
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
60'
100'
130'
30'
45'
20
Deed Ease. - R84-02308
53601
54231
② 500'± ① 200'±
R. Leigh Jr. & F.M. Leigh
506-507
26,850 □'± Rem.
Perm. Ease. - Traffic Control Facilities

OREGON STATE HIGHWAY DEPARTMENT	
Purpose	Perm. Ease., Traffic Control Fac.
Section	Cascade Hwy. N. at Johnson Cr. Blvd.
Highway	Cascade Hwy. North
County	Clackamas
Scale : 1" = 100'	Date July, 1983

7B-29-19

Rev. Oct., 1984

7771 68N

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

October 25, 1984

J. H. Versteeg
Road Design Engineer

File 54231
Cascade Highway North @ Johnson Creek Blvd. Section
Cascade Highway North
Clackamas County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By:
J. B. Sevey
R/W Descriptions Coordinator

JBS:rlr
Attachments

.7771

F

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

LOC 3

TO: FILES

DATE: April 5, 1984

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 22, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened March 22, 1984 on the following projects:

1. Cascade Highway N @ Johnson Creek Boulevard
   Clackamas County
   Traffic Signals

   Pedestrian signals and sidewalk ramps will be installed for pedestrian/bicycle use.

2. Powers Junction-Shields Creek and
   Powers Junction-Warner Creek
   Coos Bay-Roseburg and Powers Highways
   Coos and Douglas Counties
   Paving

   Overlay. Eight-foot shoulders on Coos Bay-Roseburg Highway and four-foot shoulders on Powers Highway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Deschutes River (General Patch) Bridge
   South Century Drive, Deschutes County
   Grading, Paving and Structure

   Twelve-foot lanes with six-foot shoulders on structure and roadway. A six-foot bicycle path will also be constructed under the bridge connecting the park areas.

4. Lava Butte-Fremont Highway Junction
The Dalles-California Highway-Old Shevlin Camp Road
The Dalles-California and Fremont Highways

Variable shoulders, four to eight feet, sufficient for bicycle use. The Dalles-California will be striped and signed with bike lane to S. Century Drive at M.P. 133.1.

5. Soams Curve
Florence-Eugene Highway, Lane County
Grading and Paving

Twelve-foot lanes with five-foot shoulders. Shoulders will be striped and stenciled for bike lanes.

6. "Q" Street-S. "A" Street
Springfield (2nd and 3rd Streets) Highway
Lane County
Paving
Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. Johnson Creek Bridge (Gresham)
Towle Avenue, Multnomah County
Structure

Five-foot sidewalks and four-foot shoulders on roadway and sturcture for bicycle and pedestrian use. Project has been designed to enable connection to a proposed future Johnson Creek Bikeway.

8. Project withdrawn.

9. NE Columbia Blvd-NE Sandy Blvd Park and Ride Lot
Est Portland Freeway, Multnomah County
Sidewalks and Bicycle Parking Facilities are Being Contructed.

10. Minam Grade
Wallows Lake Highway, Union County
Guardrail

Same as No. 6.

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell

9771 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9713(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30013

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig w/ att. to
3/13

7. DATE AUTHORIZATION EFFECTIVE 2/29/84

8. FEDERAL ROUTE NUMBER FAU 9713

9. STATE ROUTE NUMBER Primary 68

10. GENERAL LOCATION:
Cascade Highway North at Johnson Creek Blvd. Section
Shore Rd [illegible] Hwy. to Johnson Cr.

11. GENERAL DESCRIPTION OF WORK
Traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 2/21/84

13. REMARKS

As requested by Mr. Potter's letter of 2/27/84 I concur that it is in the public interest to advertise the subject project even though Right-of-Way Parcel No. 53601 has not been cleared. State will have legal and physical possession prior to requesting concurrence in award of contract.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 2/27/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $61,630, Federal Funds $55,467.

A signed copy of the Title Sheet is returned herewith.

14. DATE 2/29/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9771

F

November 4, 1983

Clackamas County Public Works Dept.
902 Abernethy Road
Oregon City, OR 97045

AGR

MISC. CONTRACTS and
AGREEMENTS No. 7937

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of a traffic control signal on 82nd Avenue at Johnson Creek Boulevard.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: October 7, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

A project has been requested to upgrade the traffic signal on the Cascade Highway North at Johnson Creek Boulevard to add left-turn phasing.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Cascade Hwy. North @ Johnson Creek Blvd. Clackamas County	$40,000	$36,000	$4,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

George

L. E. George
Traffic Engineer

RHB:kkr
Att.

10-13
orig. to Gormsen
cy George
files

RECEIVED
STATE HWY ENGR
OCT 11 '82
REFER TO
FOR

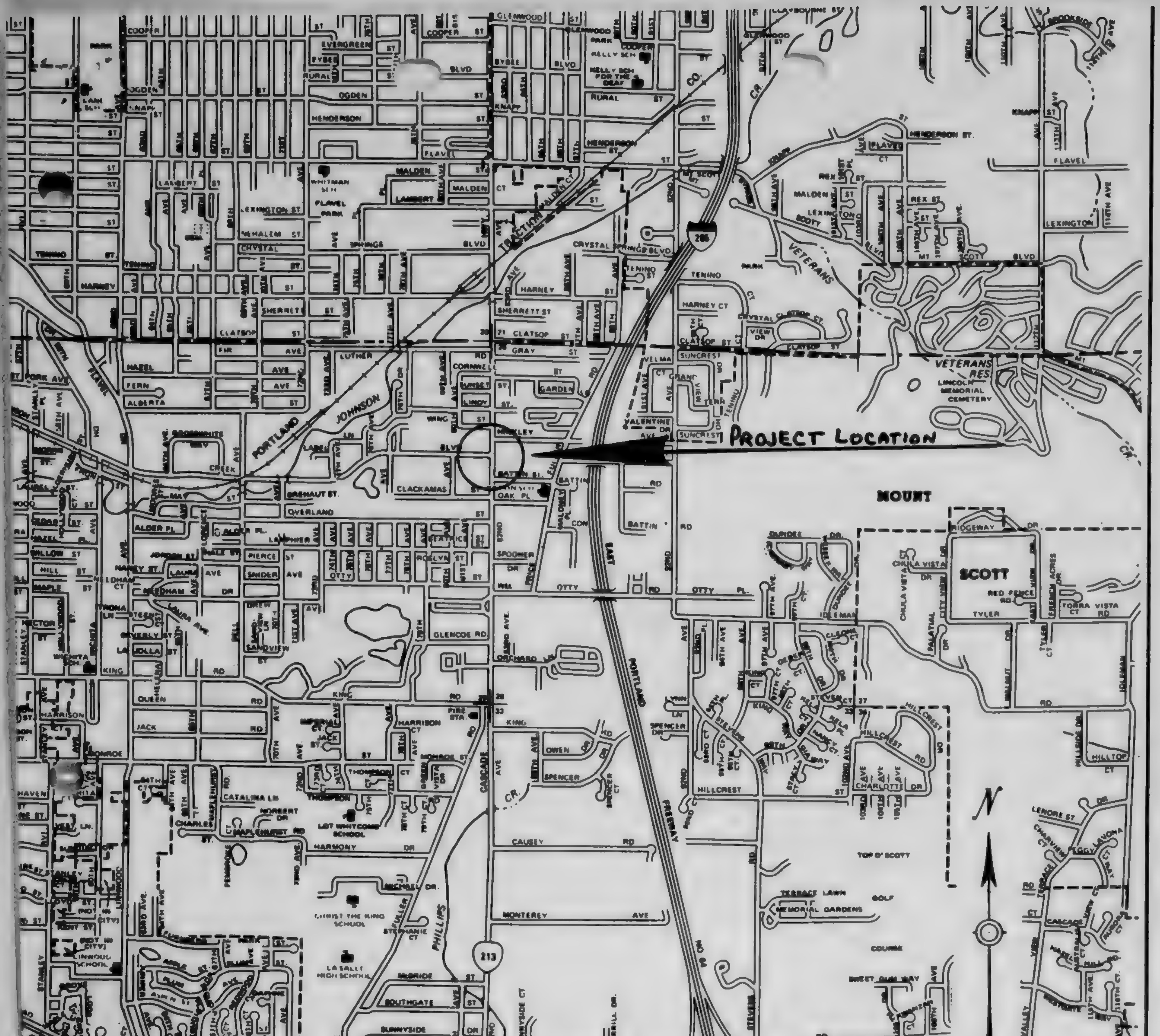
Info	Inves	R/D	D/R	Sign	Act	File

APPROVED:

H Coulter
State Highway Engineer

DATE: 10/13/82

Contains Recycled Materials


PROJECT LOCATION
N
MOUNT SCOTT
SCOTT
MOUNT TALBERT
TOP O' SCOTT
TERRACE LAWN MEMORIAL GARDENS
GOLF COURSE
KAISER SUNNYSIDE HOSPITAL
LINCOLN MEMORIAL CEMETERY
VETERANS
CLACKAMAS HIGH SCHOOL
LA SALLE HIGH SCHOOL
CHRIST THE KING SCHOOL
HARMONY SCH.
ICKES JUNIOR HIGH
LOT WHITCOMB SCHOOL
CLACKAMAS CEM
205
213
224
PORTLAND FREEWAY
EAST PORTLAND
JOHNSON CREEK

MILWAUKIE

CLACKAMAS COUNTY, OREGON

7771

nig

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9713(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30013

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-29-83

8. FEDERAL ROUTE NUMBER FAU 9713

9. STATE ROUTE NUMBER Primary 68

10. GENERAL LOCATION:

CASCADE HIGHWAY NORTH AT JOHNSON CREEK BLVD.

11. GENERAL DESCRIPTION OF WORK

Program Change and Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Swan's August 26, 1983 letter, I approve the program change to include Right of Way acquisition in the character of proposed work.

Also, as requested, you are authorized to proceed with the actual acquisition of File No. 53601, as shown on R/W map 1R-4-807 at a TEC of $2,200; Federal Funds $1,980.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STAT HWY ENGR
SEP 2 '83
REFER TO Potter
FOR
Info | Inves | R/D | O/R | Sign | Act | File

Orig to
9/6

14. DATE 8-29-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9771

F

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: August 26, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan
Project Unit Engineer

Subject: Program Change
Item No. 30013
Project No. HES-9713(5)
Cascade Hwy. N. @ Johnson Cr. Blvd.
Multnomah County

signals

I request your approval of a program change on the subject project to include in the Charactor of Proposed Work, Right-of-Way Acquisition, at an estimated total cost of $2,200 with Federal funds of $1,980.

I further request, concurrent with a program change authorization, to proceed with the actual acquisition of right-of-way as outlined in red on the enclosed copy of right-of-way map 1R-4-807. No relocation assistance is involved.

CL:bkb
Attachments

cc: J. Boyd
D. Aman
D. Bladorn
J. Peterson
General Files

Form 734-3122

9771

68 N

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

July 15, 1983

J. H. Versteeg
Road Design Engineer

File 53601
Cascade Hwy. N. @ Johnson Cr. Blvd. Section
Cascade Highway North
Clackamas County

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JUL 18 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9771

11-10-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMI[illegible]TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9713(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30013

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/10/82

8. FEDERAL ROUTE NUMBER FAU 9713

9. STATE ROUTE NUMBER Primary 68

10. GENERAL LOCATION:
Cascade Highway North at Johnson Creek Blvd.

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $10,000 - F.F. $9,000
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 10/28/82.

The above authorization is with the condition that private access within the intersection be controlled by signalization.

RECEIVED
STATE HWY ENGR
NOV 17 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
11/17

14. DATE 11/10/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Kassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9771

68 N

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

11-5-82

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: CASCADE HWY NORTH @ JOHNSON CREEK BLVD

HIGHWAY NAME: CASCADE NORTH

HIGHWAY NUMBER: 68

REGION METRO	ADMINISTRATIVE DISTRICT	COUNTY CLACKAMAS	CITY

LENGTH: 0.02

MILEPOST NUMBER: 7.54 TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HES TITLE II

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Modify existing two-phase signal to add a left-turn phase for highway traffic. Consider additional indication for traffic entering highway from business access.

1 Versteeg
Anderson
2 Adams
3 Olson
Sullivan
Terpin
Trout
4 Wekerlig

RECEIVED

NOV 24 1982

ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 / 21,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 11/5/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTI NUMBER AND WIDTH	P OSED NUMBER AND WIDTH
TRAVEL LANES	4 - 2-10', 2-12'	No Change
SHOULDERS	——— ———	" "
MEDIANS	Left Turn - 12'	" "
PARKING LANES	None	— — —
SIDEWALKS	"	
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☐	☒
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT-OF-WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

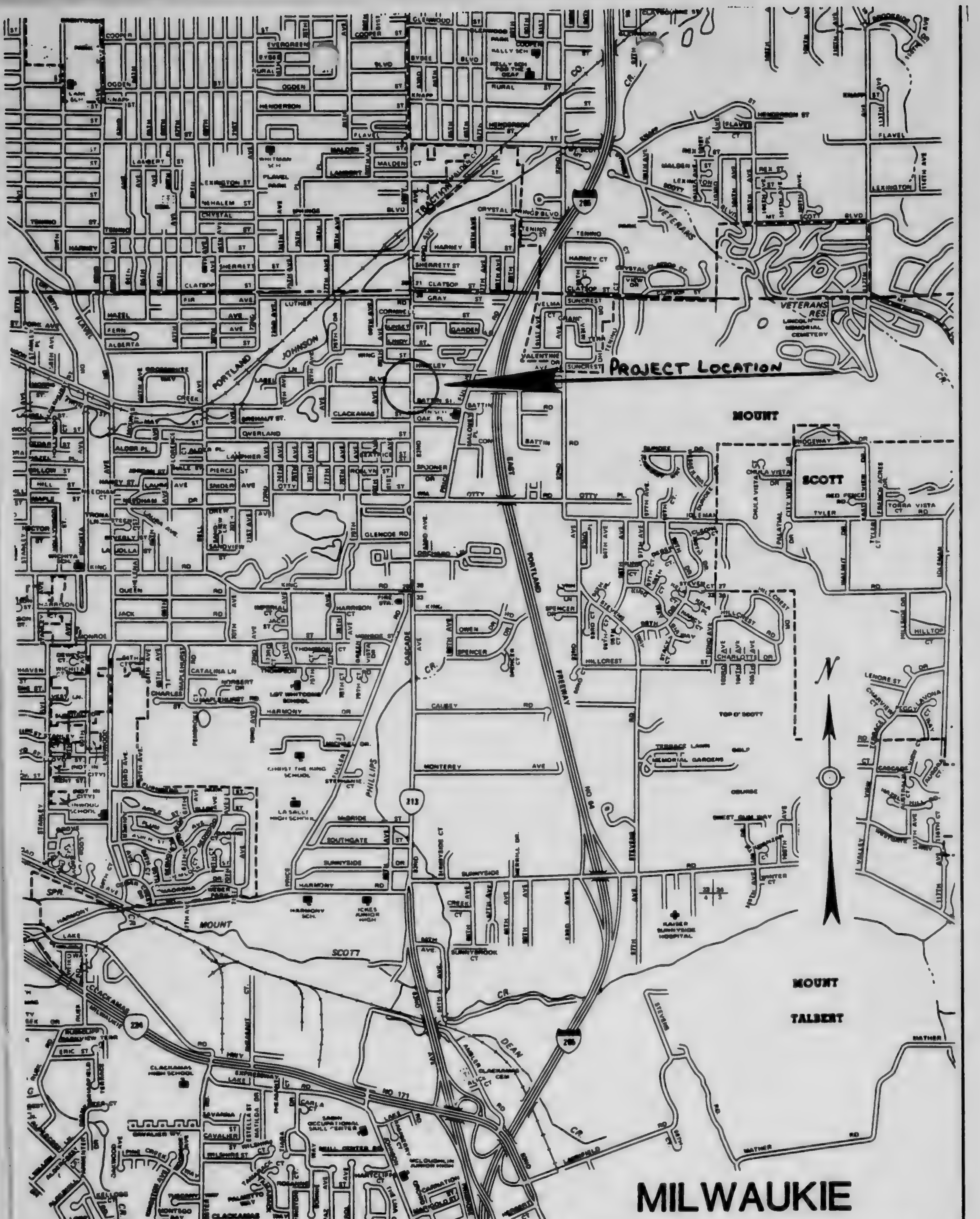
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	2 000	10,000
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Signal	34,300	34 300
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	36,300	44 .300

SUBMITTED BY Jon Rose


MOUNT
SCOTT
MOUNT
TALBERT
VETERANS
LINCOLN MEMORIAL CEMETERY
PORTLAND
FREEWAY
JOHNSON
CR.
MOUNT
SCOTT
CLACKAMAS
HARMONY
SUNNYSIDE
PHILLIPS
CASCADE
KAISER SUNNYSIDE HOSPITAL
CLACKAMAS HIGH SCHOOL
LA SALLE HIGH SCHOOL
CHRIST THE KING SCHOOL
TERRACE LAWN MEMORIAL GARDENS
GOLF COURSE
TOP O' SCOTT
205
213
224
N

PROJECT LOCATION

MILWAUKIE

CLACKAMAS COUNTY, OREGON

1984 Powers Jct.-Shields Cr. & 9772
Powers Jct.-Warner Cr. Sec., Coos
Bay-Roseburg Hwy. (pav, guardrail)

9772.

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-144	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County COOS
MODIFICATION NUMBER 3	1-29-90	Project Number F-14(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on MAY 23, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,074,274	$ 2,064,064
Federal funds	$ 1,828,472	$ 1,819,472
Other revisions		

This modification is made for the following reasons: TO RELEASE FEDERAL FUNDS FOR USE ON OTHER PROJECTS.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of Jan, 1990.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 30, 1989

FEDERAL AID PROJECT NO. F-14(19)

POWERS JCT.-BRIDGE SECTION
COOS BAY-ROSEBURG HIGHWAY
COOS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (M.P. 23.3)(M.P. 23.38 TO M.P. 24.26; M.P. 24.32 TO M.P. 25.46; M.P. 25.54 TO M.P. 25.62; M.P. 25.67 TO M.P. 30.06; M.P. 30.12 TO M.P. 30.54 AND M.P. 30.63 TO M.P. 31.00)

Subtotal as on previous estimate of 9/19/86		$ 2,060,774.00
Lump Sum Deobligation		(10,210.00)
	Subtotal	$ 2,050,564.00

Length of Roadway -------------------------- 7.28 miles

Cost of Roadway Per Mile ----------------- $281,670.88

RETAIN IN RESERVE

Total as on previous estimate of 9-19-86	$ 13,500.00

SUMMARY OF FUNDS (88.15%)

TYPE CODE	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
1000	010	$ 2,050,564.00	$ 1,807,572.00	$ 242,992.00
Retain in Res.	010	13,500.00	11,900.00	1,600.00
TOTAL		$ 2,064,064.00	$ 1,819,472.00	$ 244,592.00

Subjob 011: 81%; 091: 10%
Contract No. 9,772
Prefix: C006-1471 (P.E.)
C09772
DDB:bkw

9770

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 9-157
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-22-86

State Oregon
County Coos
Project Number F-14(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 23, 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,102,774.00	$ 2,074,274.00
Federal funds	$ 1,853,595.00	$ 1,828,472.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22TH day of SEP , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon September 19, 1986

Federal-Aid Project No. F-14(19)

Powers Jct. - Bridge Section
Coos Bay-Roseburg Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (M.P. 23.3)(M.P. 23.38 to 24.26)(M.P. 24.32 to 25.46)(M.P. 25.54 to 25.62)(M.P. 25.67 to 30.06)(M.P. 30.12 to 30.54)(M.P. 30.63 to 31.00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Asphalt Cement in Mixture	$180.00	2,490	$448,200.00	2,331.67	$419,700.00	
			$448,200.00		$419,700.00	
					Decrease	$ 28,500.00
Subtotal from previous Estimate of October 1, 1984						2,089,274.00
					Subtotal	$2,060,774.00

Length of Roadway ------------------- 7.28 miles
Cost of Roadway Per Mile ------------ $283,073.36

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	010	88.15%	$2,060,774.00	$1,816,572.00	$244,202.00
Reserve	010	88.15%	13,500.00	11,900.00	1,600.00
TOTAL			$2,074,274.00	$1,828,472.00	$245,802.00

Sub-Job 010 = 0%; Sub-Job 011 = 81%; Sub-Job 090 = 0%; Sub-Job 091 = 10%
Contract No. C09772
Prefix: C006-1471
Prefix: C006-1086

DDB:me

9772

r

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-257	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Coos
MODIFICATION NUMBER 1	10-1-84	Project Number F-14(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 23, 19 84,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,102,774.00	$ 2,102,774.00
Federal funds	$ 2,102,774.00	$ 1,853,595.00
Other revisions	Appn Code 010	

(Note: Additional Federal Funds Collected - $69,927.68)

This modification is made for the following reasons:
"The project agreement executed 5-23-84, is modified to decrease federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

POWERS JCT. - BRIDGE
COOS CO.
6-1086

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

1772

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-176+177	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-[illegible]-84	State Oregon County Coos-Douglas Project No. F-14(19)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Powers Junction-Shields Creek and Powers Junction-Warner Creek Sections of the Coos Bay-Roseburg and Powers Highways.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-29-84	7.7
OTHER *(Specify)*		

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,102,774	$ 1,853,595

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof. *See additional provisions on back.

Oregon State Highway Division
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
~~By~~ xx For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAY 23 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100% percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, section 145. The additional Federal funds requested total $249,179. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 88.15 percent."

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

Gen File

Oregon State Highway Division
Salem, Oregon May 18, 1984

Federal-Aid Project No. F-14(19)

Powers Jct.-Bridge Section
Coos Bay-Roseburg Highway
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M.P. 23.3)(M.P. 23.38 to M.P. 24.26)(M.P. 24.32 to M.P. 25.46)
(M.P. 25.54 to M.P. 25.62)(M.P. 25.67 to M.P. 30.06)(M.P. 30.12 to M.P. 30.54)
(M.P. 30.63 to M.P. 31.00)

Furnish Field Laboratory		All Required		$ 100.00
Mobilization	85%	All Required		29,750.00
Temporary Protection and Direction of Traffic	84%	All Required		18,144.00
Temporary Signs	580	Sq. Ft.	4.00	2,320.00
Temporary Barricades	4	Each	50.00	200.00
Temporary Plastic Safety Markers	40	Each	40.00	1,600.00
Flamen	1,520	Hour	10.00	15,200.00
Pilot Car	360	Hour	25.00	9,000.00
Temporary Striping	10,200	Lin. Ft.	.40	4,080.00
Stripe Removal	500	Lin. Ft.	2.00	1,000.00
Removal of Structures and Obstructions		All Required		14,000.00
Embankment in Place	285	Cu. Yd.	15.00	4,275.00
Watering	150	M-Gal.	20.00	3,000.00
Aggregate Shoulders	9,000	Ton	9.00	81,000.00
Class "C" Asphalt Concrete Mixture	41,500	Ton	18.50	767,750.00
Asphalt Cement in Mixture	2,490	Ton	180.00	448,200.00
Hydrated Lime in Mixture	415	Ton	300.00	124,500.00
Membrane Waterproofing	1,250	Sq. Yd.	20.00	25,000.00
Asphalt in Tack Coat	100	Ton	250.00	25,000.00
18-inch Culvert Pipe	60	Lin. Ft.	25.00	1,500.00
Guardrail, Type 2A	9,119	Lin. Ft.	8.50	77,511.60
Guardrail, Type 3	800	Lin. Ft.	18.00	14,400.00
Guardrail Anchors, Type 1	41	Each	210.00	8,610.00

Guardrail Anchors, Type 1 Modified	27 Each	210.00	5,670.00
Extra for Guardrail Bridge Connections	32 Each	300.00	9,600.00
Rail End Pieces, Type B	27 Each	40.00	1,080.00
Rail End Pieces, Type C	41 Each	80.00	3,280.00
Adjusting Guardrail	17,129 Lin. Ft.	3.25	55,669.25
Extra Guardrail Posts	1,317 Each	13.00	17,121.00
Extra Guardrail Blocks	2,740 Each	3.45	9,453.00
8-Foot Posts	53 Each	17.00	901.00
Extra for Asphalt Approaches	79 Each	200.00	15,800.00
Delineators, Type 2	390 Each	14.00	5,460.00
Delineators, Type 3	20 Each	16.00	320.00
Delineators, Type 4	170 Each	8.00	1,360.00
Concrete Collars	7 Each	28.00	196.00
Bi-Directional Yellow Type I Markers	530 Each	4.00	2,120.00
Steel Sheet Piling	1,500 Sq. Ft.	20.00	30,000.00
Expansion Joint Sealer	542 Lin. Ft.	11.00	5,962.00
Roadside Seeding and Mulching	2 Acre	1,000.00	2,000.00
			$ 1,842,132.75

__Anticipated Items__

Permanent Pavement Striping	All Required		$ 15,000.00
			$ 15,000.00
		Subtotal	$ 1,857,132.75
		Engineering	232,141.25
		Total	$ 2,089,274.00
Length of Roadway			7.28 mi.
Cost of Roadway Per Mile			$ 286,988.19

__Work Retained in Reserve__

Joint Repair (Extra Work)	All Required		$ 12,000.00
		Engineering	1,500.00
		Total	$ 13,500.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 2,089,274.00	$ 1,841,695.00	$ 247,579.00
Reserve	13,500.00	11,900.00	1,600.00
Total	$ 2,102,774.00	$ 1,853,595.00	$ 249,179.00

Reibursement 100% $2,102,774.00 Public Law 97-424, S145
Group 1 81%; Group 9 19%
Contract No. 9772
Prefix: 6-1471
Prefix: 6-1086

Powers Jct.-Bridge Section
Coos Bay-Roseburg Highway

Nonparticipating-State Work

Mobilization	15%	All Required		$	5,250.00
Temporary Protection and Direction of Traffic	16%	All Required			3,456.00
Temporary Signs	184	Sq. Ft.	4.00		736.00
Temporary Barricades	2	Each	50.00		100.00
Temporary Plastic Safety Markers	7	Each	40.00		280.00
Flagmen	380	Hour	10.00		3,800.00
Pilot Car	90	Hour	25.00		2,250.00
Class "C" Asphalt Concrete Mixture	12,900	Ton	18.50		238,650.00
Asphalt Cement in Mixture	770	Ton	180.00		138,600.00
Hydrated Lime in Mixture	129	Ton	300.00		38,700.00
Asphalt in Tack Coat	35	Ton	250.00		8,750.00
Single Mailbox Supports	7	Each	75.00		525.00
Multiple Mailbox Supports	7	Each	125.00		875.00
Bi-Directional Yellow Type 1 Markers	372	Each	4.00		1,488.00
				$	443,466.00

Anticipated Items

Permanent Pavement Striping	All Required		$	7,500.00
State Responsibility for Damages	All Required			5,000.00
			$	12,500.00
		Subtotal	$	468,460.00
		Engineering		58,558.00
		Total	$	527,018.00

WH:pf

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cc: L. W. Rulier.

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT STATE COPY

REGION NO. 10	REPORT NO. 4	COUNTY COOS & DOUGLAS	DIVISION OREGON
DATE OF REPORT 2-4-86	REPORT MADE BY W. N. Bryant, Area Engineer, FHWA		PROJECT NO. F-14(19)
COMPLETION DATE (Actual) 12-19-84	ACCEPTANCE DATE BY CONRTACT AGENCY 11-7-85	TIME ELAPSED 100 %	CONTRACT TIME 190 CD

LOCATION

SR 42, Junction SR 242 East 7.62 miles

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: ***The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.***

POWERS JUNCTION - SHIELD CREEK & POWERS JUNCTION WERNER CREEK SECTION
COOS BAY - ROSEBURG & POWERS HIGHWAYS
Paving and Guardrail

Work completed under this project consisted of the construction of a Class "C" asphalt concrete overlay (54,400 tons including 1.2% hydrated lime) and the installation or adjustment of approximately 10,000 linear feet of Type 2A guardrail along a 7.2 mile section of the Coos Bay-Roseburg Highway.

A contract in the amount of $2,285,592.75 was awarded Roseburg Paving Company on May 4, 1984. Work began on May 25, 1984 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on December 19, 1984 at a final estimated cost of $2,450,247.22 which includes $2,185,628.54 for original bid item work, $84,790.33 for work completed under approved price agreements, $6,267.79 for State Force work, $2,560.56 for A.C. mix bonus and, $171,000.00 for construction engineering.

The State has explained all overruns and underruns in a satisfactory manner. A copy of the explanation is attached to the Division Office copy of this report.

RECEIVED
STATE HWY ENGR
FEB 7 '86
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act

#############

NOTED
W. E. SCHWARTZ

Cy
2/10

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE Original Signed By G. K. HOSSNER	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

November 15, 1985

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

CON 5
#9772

Contract No. 9772 awarded to Roseburg Paving Co. for work on the Powers Junction-Shields Creek and Powers Junction-Warner Creek Sections of the Coos Bay-Roseburg and Powers Highways in Coos and Douglas Counties was completed on March 26, 1985 and accepted by the State Highway Division on November 7, 1985.

Final payment in the amount of $4,580 will be released to the contractor after November 20, 1985. The total contract amount is $2,272,979.43 and no work was performed under force account.

You were advised previously that a claim has been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Roseburg Paving Co.
P.O. Box 1427
Roseburg, OR 97470

Fidelity & Deposit Co.
of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

NOTED ON CARD
11-15-85ac

FKN:arc

9772

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 7, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9772 ,	On Site Work Substantially Completed	December 19, 1984
All Work Completed	March 26, 1985		
Project	Powers Jct.-Shields Cr. & Powers Jct.-Warner Cr.		
Highway	Coos Bay-Roseburg & Powers		
County	Coos & Douglas		
Type of Work	Paving and guardrail		
Contractor	Roseburg Paving Co.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

noted

RECEIVED
NOV 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Powers Jct. Shields Cr. & Powers Jct. Warner Cr.

WEEK ENDING: Mar. 23, 1985

SECTION PREFIX: 6-1086-900

HIGHWAY: Coos Bay, Roseburg & Powers

COUNTY: Coos & Douglas

NAME OF JOB: Powers Jct.-Shields Cr. & Warner Cr.

KIND OF WORK: Guardrail and paving

CONTRACTOR: Roseburg Paving, Co.

CONTRACT NUMBER: 9772

FEDERAL AID PROJECT NUMBER: F-14(19)

DATE OF CONTRACT: May 4, 1984

DATE WORK STARTED: May 25, 1984

ESTIMATED COMPLETION DATE: Nov. 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: 15

WORK DAYS USED: 3

SPECIFIED CALENDAR DAYS: 190

CALENDAR DAYS USED: 190

SPECIFIED COMPLETION DATE: Nov. 1984

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 2,615,729.34

EXCLUSIVE OF ENGINEERING: $ 2,429,721.92

ENGINEERING AUTHORIZATION: $ 186,007.42

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

This Week 0.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,243,780.58

ENGINEERING COST TO DATE: $ 145,435.89

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.7 %

PERCENT OF AUTHORIZATION: 78 %

DATE PROJECT WAS COMPLETED: Phase b- Dec. 19, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	15.17				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	15.17				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	285.0 Cy	9,000 T	1,250 Sy		54,400 T
TOTAL QUANTITIES CORRECTED TO DATE	285.0	9,889	1,287		54,400
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	285.0	9,889	1,287		52,337
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE E CAE ___ RECEIVED LS ___ TC ___
COE ___ OM ___ SA ___ CC ___
OE ___ FE ___ CP ___
CA ___ MAR 26 1985 PQC ___
CAM ___ CONSTRUCTION QCS ___
EEO ___ SECTION FILE ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Completed Dec. 19, 1984. Semi-Final Estimate submitted to Region March 22, 1985.

This will be the last weekly report.

SIGNED H. D. Morris LOCATION Coquille, OR

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

CC 1985-0033

COPY

FILED
MAR 7 1985
BARBARA ROBERTS
SECRETARY OF STATE

March 5, 1985

CON 5
#9772

Taylor and Taylor
Attorneys At Law
1293 Lincoln Street
Eugene, OR 97401

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated February 1985 from Don Bogart concerning the following Highway Division contract:

FILED BY:	Don Bogart
AMOUNT:	$16,800
FOR:	Equipment rented and labor
AGAINST (Prime contractor)	Roseburg Paving Co.
CONTRACT NO.:	9772
PROJECT:	Powers Junction-Shields Creek and Powers Junction-Warner Creek Sections of the Coos Bay-Roseburg and Powers Highways in Coos and Douglas Counties
SURETY:	Fidelity and Deposit Company of Maryland
AGENT:	Rollins Burdick Hunter

NOTED ON CARD
3-20-85 jp

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

RECEIVED
MAR 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Roseburg Paving Co.
P.O. Box 1427
Roseburg, OR 97470

Fidelity and Deposit Company of Maryland
Portland Branch Office
Suite 1201, Lloyd 500 Building
Portland, OR 97232

Fidelity and Deposit Company of Maryland
P.O. Box 1227
Baltimore, Maryland 20203

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

COPY

RECEIVED
MAR 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TAYLOR AND TAYLOR
ATTORNEYS AT LAW
1293 LINCOLN STREET
EUGENE OREGON 97401

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

To: State of Oregon
Department of Transportation

Notice is hereby given that the undersigned, Don Bogart, has a claim for equipment rented (a guardrail punch) and labor (supervision by Bogart) in the sum of $16,800.00 against the bond taken from Roseburg Paving, Inc. and the Fidelity and Deposit Company of Maryland, Performance Bond #6042120, for the work done on the job known as Powers Junctions/Shields Creek and Powers Junction/Warner Creek. Contract No. 9772.

Don Bogart rented equipment and performed labor at the request of Yurok Contractors, Inc. and Benton Campbell, a subcontractor on said project with Roseburg Paving, Inc.

Dated: February _____, 1985.

Donald Bogart
DON BOGART

RECEIVED
MAR 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

US Department of Transportation
Federal Highway Administration

CST

INSPECTION REPORT

cc: OSHD (H S Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 3	COUNTY Coos & Douglas	DIVISION Oregon

IN COMPANY WITH
Bill Quinn & Frank Morrison, OSHD.

DATE OF INSPECTION 1-29-85	INSPECTION MADE BY W. N. Bryant, Area Engineer W. N. Bryant Area Engineer	PROJECT NO. F-14(19)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

POWERS JCT.-SHIELD CR. & POWERS JCT.-WERNER CR. SECTION
COOS BAY-ROSEBURG & POWERS HIGHWAYS
Paving and Guardrail

Work completed under this project consisted of the construction of a Class "C" asphalt concrete overlay (54,400 tons including 1.2% hydrated lime) and the installation or adjustment of approximately 10,000 linear feet of Type 2A guardrail along a 7.2-mile section of the Coos Bay-Roseburg Highway.

A contract in the amount of $2,285,592.75 was awarded Roseburg Paving Company on May 4, 1984. Work began on May 25, 1984 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on December 19, 1984 at a final estimated cost of $2,471,694.34; which includes $2,181,981.54 for original bid item work, $82,594.39 for work completed under approved price agreements, $18,550.43 for State force work, $150,000 for construction engineering to date and $2,560.56 for adjustments.

A total of 190 calendar days were used in completing the work as compared to the 190 calendar days allowed under the contract.

Project records indicate that all materials incorporated into the work were tested and/or field inspected and found to be in reasonably close conformance with specification requirements except for the AC mix produced during one day's run. This mix, which contained excess asphalt, was used at guardrail flares and turnout widening. Liquidated damages in the amount of $394.60 was subsequently assessed in accordance with approved procedures. Under the terms of the contract a $2,955.16 bonus payment was paid for AC mix gradation. As indicated in the previous reports, the specified compaction of the AC mix could not be obtained due apparently to the highly deflecting roadway which was being overlayed. A no cost price agreement was subsequently approved which deleted the density requirements and substituted a roller pattern.

NOTED
W. E. SCHWARTZ

Based on the results of this inspection, final acceptance of the contract work is recommended.

RECEIVED
STATE HWY ENGR
FEB 15 '85
REFER TO Fredrickson
FOR

Form FH

9772

STATE COPY

rll

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

RECEIVED
STATE HWY ENGR
SEP 24 '84
REFER TO
Fredrickson
FOR

(Check appropriate box)

☐ INITIAL INSPECTION X☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

XX INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Coos & Douglas	DIVISION Oregon
IN COMPANY WITH Bill Quinn, Jim Wilson, Roger Miles, Bud VanCleave, & Frank Morrison; OSHD			
DATE OF INSPECTION 8/14 & 8/20-22/84	INSPECTION MADE BY W. N. Bryant, Area Engineer W. N. Bryant Area Engineer		PROJECT NO. F-14(19)
QUALITY OF WORK Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED 50 % WORK COMPLETED 40 %

POWERS JCT - SHIELDS CR-POWERS JCT - WARNER CR SECTION
COOS BAY - ROSEBURG & POWERS HIGHWAY
Paving & Guardrail

W. E. SCHWARTZ

Purpose of Inspection

The purpose of this inspection was to review in detail the methods and procedures being followed by the contractor and State personnel in attempting to understand and solve the problems associated with compaction deficiencies being encountered on the base lift of class "C" asphalt concrete pavement being placed and to assist in the evaluation and determination of appropriate and effective corrective action. The field inspection also included an overall review and evaluation of the traffic control measure being employed on the project as well as other planned incidental work under way.

Findings and Recommendations

As indicated in the previous report considerable problems were encountered in meeting the specified density requirement of the contract on the State's preservation portion of the project. At that time it was felt that the problem was due primarily to the considerable variation in the depth of pavement being placed. As a result the density requirements were eliminated by price agreement on the State preservation portion of the work. However, the same inability to meet specification density requirements were and continued to be encountered on the base lift class "C" asphalt concrete pavement currently being placed on the Federal-aid portion of the project.

Approved contract specifications require a minimum 92% (93% for bunus pay) of maximum density determined in conformance with ASTO T-209 as modified by OSHD. To date density being obtained vary from around 88% to 92% with the average running around 90% when tested in accordance with specification requirements. The original AC mixture when produced in conformance with approved mix design (gradation usually within bonus limits) was found to be extremely tender and subject to shoving under, in front of, and adjacent to the rollers.

In an effort to solve the problem, numerous changes (approximately 18 different combinations) in mix gradation, asphalt content, asphalt brand and type, mix with and without lime and or cement as well as several variations in the rolling pattern were attempted with full approval and consent of both the laboratory and the construction section as well as FHWA with little or no appreciable improvement in the density obtained. The least tender and most compactable mix combination that was attempted consisted of a mix design containing additional ½ to ¼ inch (45% retained) lime treated aggregate and the addition of 1½% cement. Considering the results obtained using this mix design on the variable depth base lift (2" to 3" thick) it is felt that specified densities will be obtainable with appropriate rolling effort on the thinner (1½" thick) top lift.

Work on the base lift of pavement has been substantially completed and placement of the top lift is planned to begin on August 27. Because of the numerous changes made in the mix design (up to 5 changes a day) the State feels it would be inappropriate to assess a penalty for not meeting the density requirements of the contract on the base lift. As a result consideration is presently being given to either complete elimination of the density requirements for the base or changing to laboratory recompaction of the mix. In most cases 92% of laboratory recompaction was obtained on the base lift. In either case a change in the specifications would have to be covered by an approved price agreement. It is agreed that under the circumstances discussed above assessment of a penalty for not meeting the density requirement of the contract on the base lift would be inappropriate. However, it would also be inappropriate to pay any compaction bonus based on the results obtained using the laboratory recompaction procedures. Likewise, it is felt that any bonus earned under the original specification requirements should be paid.

The only other work under way at the time of this inspection consisted of the installation of guardrail posts at various locations throughout the project by a subcontractor. This work is proceeding in a satisfactory and acceptable manner. The contract contains a bid item for seeding and mulching. The only areas involving grading work are guardrail flares, which are being constructed of crushed aggregates. Because little or no disturbed erodable area will remain I agreed with the project manager that the seeding and mulching work should be eliminated.

The methods, procedures and equipment being used to control traffic past various work areas were again reviewed and found to be adequate for the work underway and in reasonably close conformance with the plans specifications and the Manual on Uniform Traffic Control Devices. Flaggers were properly equipped with hard hats, orange vest, and appeared to understand proper flagging procedures. Pilot cars are being used to control traffic pass the paving operation. It was noted during the inspection that the advance construction sign previously installed on the easterly end of the project has been moved to an area just easterly of the community of Bridge as previously recommended.

9772

May 17, 1984

Roseburg Paving Co.
PO Box 1427
Roseburg, OR 97470

CON 5
#9772

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9772 for work on the Powers Jct.-Shields Creek and Powers Jct.-Warner Creek Sections of the Coos Bay-Roseburg and Powers Highways in Coos and Douglas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Enclosure
cc: Fidelity and Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 NE Multnomah
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James J. Gix
F. D. Morrison

ROADS AND STREETS • ARKING LOTS • DRIVEWAYS • EXCAVATION AND GRADING

ROSEBURG PAVING CO.

503/679-6744
Hiway 99 South • P. O. Box 1427
ROSEBURG, OR 97470

April 27, 1984

Office of Commission Services
Room 121, State Transportation Building
Salem, Oregon 97310

RE: Powers Jnct. - Shields Creek Project #9772

Dear Ladies or Gentlemen:

This letter is our documentation for the DBE/WBE goals. We intend to subcontract the following items:

1. Yurok: items 21 thru 31 inclusive and item 39.

   Total contract $216,904.00

2. Gaynetco: items 33 thru 38.

   Total contract $8,736.00

3. Northwest Wo/MiN Contracting: items 7 and 8

   Total contract $30,250.00

Yours Truly,

ROSEBURG PAVING CO.

Steve Loosley

Steve Loosley

SL:cr

RECEIVED
APR 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9772 CON 21-4

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-14(19) Con 3-4-

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division 4-11-84

4. PROGRAM NO.

5. ITEM NO. 40114

RECEIVED
STATE HWY ENGR
APR 19 '84
REFER TO
FOR

Info	Iss	R/D	D/R	Sign	Act	File

att. to Orig w/
4/19

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/11/84

8. FEDERAL ROUTE NUMBER Primary 14

9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION:
Powers Junction - Bridge Section

11. GENERAL DESCRIPTION OF WORK
Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)*
Anticipated items as shown in your revised "PS&E" estimate dated 4/9/84

13. REMARKS

As requested by Mr. Potter's letter of 4/9/84 I concur in the public interest finding to readvertise the subject project with a two week advertising period.

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,148,578. Regular Federal-aid matching ratio, appropriation code 010 in amount of $1,893,971 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $254,607.

A signed copy of the Revised Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/11/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9772 35 N

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6386 FILE: CON 5

TO: E. S. Hunter
Ass't. State Highway Engineer

DATE: March 23, 1984

FROM: Warren Richards
Warren Richards, P.E.
Chief Cost Engineer

SUBJECT: Powers Jct.-Shields Cr. & Powers
Jct.-Warner Cr.
Contract No. 9772
March 22, 1984

1 Vertrees ✓
Anderson
Adams
(Cy) Macnab
Edwards
Turpin
Trent
Wakeley

RECEIVED
MAR 28 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

advertise under
check out quarry suitability

The apparent low bid for this project was 30 percent above the Engineer's Estimate of $1,813,805. Four responsive bids were received varying from $2,366,522 to $2,689,545. The number of bids and the relatively small spread between them indicates good competition.

When the Engineer's Estimate was prepared, several costs were not adequately provided for. Lime treating was added after the estimate was prepared. The estimated price for Modified "B" mix was increased by $0.50/ton to allow for lime being added to the mix. $2.50/ton should have been added to all classes of mix which would have increased the Engineer's Estimate by $121,500.

Also, the fact that this was a statistical testing project was not known at the time the estimate was prepared. Testing by the contractor will increase the cost of aggregate shoulders and A/C mix. The Engineer's Estimate should have been $31,500 higher to allow for this cost.

At the time the estimate was prepared, it was assumed a material source within the project limits should be utilized. Qualifying test results were not available at the time of bidding. The apparent low bidder based his price on hauling from Port Orford where he has a commercial operation. The second low bidder was given the latest available test results on local sources when he visited the Project Manager's office. These test results indicated the material was failing and the contractor based his price on hauling aggregate from North Bend after it had been barged from Reedsport.

The cost of purchasing aggregate from a commercial supplier and/or the cost of the additional haul would increase the Engineer's Estimate by $289,970. The results of the qualifying tests for the local source will be available today. Materials Testing personnel expect that the results will indicate the material does qualify.

The estimated costs for membrane waterproofing and guardrail adjustment were also estimated too low. The anticipated prices were based on past bids for projects with similar quantities. The remote location of the project which raised hauling costs and lowered competition should have been given more consideration when estimating the

3-28-84
Reject Bid
Re advertise for
April 26.
ESH
cc Potter
Edwards
Sullivan
Fix
Macnab
Vertrees

membrane cost. A $10/sq.yd. anticipated price would have increased the estimate by $4,375.

Most projects having similar quantities of guardrail adjustment are on freeways. Performing the work on a two lane road having many short runs of guardrail would result in higher costs. An estimated cost of $3.50/lin.ft. would have increased the Engineer's Estimate by $25,694.

When these errors and omissions are accounted for, the Engineer's Estimate increases to $2,286,844. This is within 3.5 percent of the apparent low bid. Based on the information available to the contractors at the time of bidding, the apparent low bid is reasonable.

If the qualifying test results indicate the local aggregate source is acceptable, there could be some question as to accepting the low bid. If the project were to be rebid by April 26, there would still be sufficient time to complete the project this year. Any later bid opening would probably result in a two season project.

WR:mk

cc: J. H. Versteeg
Gary Potter

CAW/M17

rll
9772

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-14(19) Con 21-4

2. STATE PROJECT NO. See Below Coos Bay-[illegible]

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40114

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

original att. to 3/13

7. DATE AUTHORIZATION EFFECTIVE 2/29/84

8. FEDERAL ROUTE NUMBER Primary 14

9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION:
Powers Junction - Bridge Section

11. GENERAL DESCRIPTION OF WORK
Overlay and guardrail

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 2/28/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost effective.

Mr. Potter's 2/27/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,672,070. Regular Federal-aid matching ratio, appropriation code 010 in amount of $1,473,920 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $198,150.

A signed copy of the Title Sheet is returned herewith.

14. DATE 2/29/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9772

35 ✓

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 16-3

TO: MEMO TO FILES

DATE: February 8, 1984

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Powers Jct.-Bridge Section and Preservation Overlays in the Powers Jct. vicinity

The State Preservation overlays on the Coos Bay-Roseburg Hwy. and the Powers Highway are going to be added to the Powers Jct.-Bridge Section overlay.

To make all of these projects compatible, the wearing surface is to be Modified Class "B" A.C. with an Emulsion Seal. The gradation for the Modified Class "B"" is to be the same open-graded mix as used on the Junction City-Airport Road Project in Lane County.

All patching, leveling and base lifts of A.C. are to be Class "C".

The use of the Modified Class "B" A.C. will make it possible to use the same aggregate quality requirements that were proposed for the proposed sources.

Attached is a revised surfacing design for the Powers Jct.-Bridge Project.

JTS:ss

Attachments

cc: FHWA
Location Engineer
Final Design Engineer
Construction Engineer ✓
Materials
Region Engineer
Project Manager
Specifications Engineer
Regional Geologist

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

✓ Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up ____/____/____
Action

2-10-84 – Note – The laboratory has developed revisions to the standard specifications for use in this area in order to utilize locally available materials in quarry sources.

cc: Versteeg ✓
Macnab
Scofield

RECEIVED
FEB 10 1984
CONSTRUCTION SECTION

CE
CAE
FOE
CFS
SCS
SSO

CA
LS
TC
FE
CP

1387

9112

N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Coos Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
POWERS JCT. - WARNER CREEK

REGION
3 Date: 12-27-83

Hwy #242

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 5-1556

DATE 12-27-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 5,000	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	300	300
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	200	200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$ 5,500	$ 10,300
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications for contract construction of a 2-inch overlay from the Powers Jct. to Warner creek on the Powers Highway.

1 Versteeg ✓
Anderson
Adams
Macnab
2 Stoudenmeyer E
Turpin
3 Trout
Wakerlig

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY M. D. Morrison	DATE 12-27-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/3/84
RECOMMENDED, REGION ENGINEER X J. X. Wilson	DATE 12-29-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 – PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #	02271
SECTION	Powers Jct. - Warner Creek
REGION	3

STATE HIGHWAY # 242	HIGHWAY NAME Powers Secondary	MILE POST FROM 0.00 TO 1.34	LENGTH 1.34 miles
☐ URBAN ☒ RURAL	CITY	COUNTY Coos	ROAD/STREET NAME
ROUTE # ~~24~~	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 5.5	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 100		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
10% ~~40%~~ ENGINEERING & CONTINGENCIES	$ 10		DESIGN CATEGORY (1-7)	6	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 110	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 115.5				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	0
AVERAGE DAILY TRAFFIC	1050	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

The section is rated very poor for surface rating and an overlay is badly needed.

PROPOSED SOLUTION

A 2" overlay for this entire section will bring the surface rating to very good.

REQUESTED, REGION ENGINEER X L. K. Wilson	DATE 12-15-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Powers Jct. - Warner Creek	KEY ID # REGION 3

PROJECT JUSTIFICATION

This section has developed deep ruts and the surface condition is very poor. Maintenance patching would have to be very extensive to fix without an overlay. A 2" overlay would correct the surface condition for some time and change the rating from very poor to very good.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION POWERS JCT. - WARNER CREEK

REGION 3 Date: 12-27-83

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#) 0	NEW (#) 0

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	0

UTILITIES N (LIST BELOW)

COMPANIES

DESIGN SPEED	DESIGN STANDARDS
55 M.P.H.	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
on Shld.				6			12	0	12			6				On Shld.
On Shld.				6			12	0	12			6				On Shld.

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Commercial A.C. Overlay		2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date [illegible]

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
POWERS JCT. - WARNER CREEK

REGION
3 Date: 12-27-83

ESTIMATED RIGHT-OF-WAY IMPACTS

Since this is an overlay, there will be no R/W impacts on this project.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact on land use, we will be overlaying the existing roadway.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This work should help the flow of traffic and provide safer area to drive on.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No rivers or streams are involved with an overlay.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No parks or historical properties are located in this strech of the highway.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

There will be some delay to the traveling public, while the actual work is being performed.
After the work is completed, the traveling public will have a better surface to drive on.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

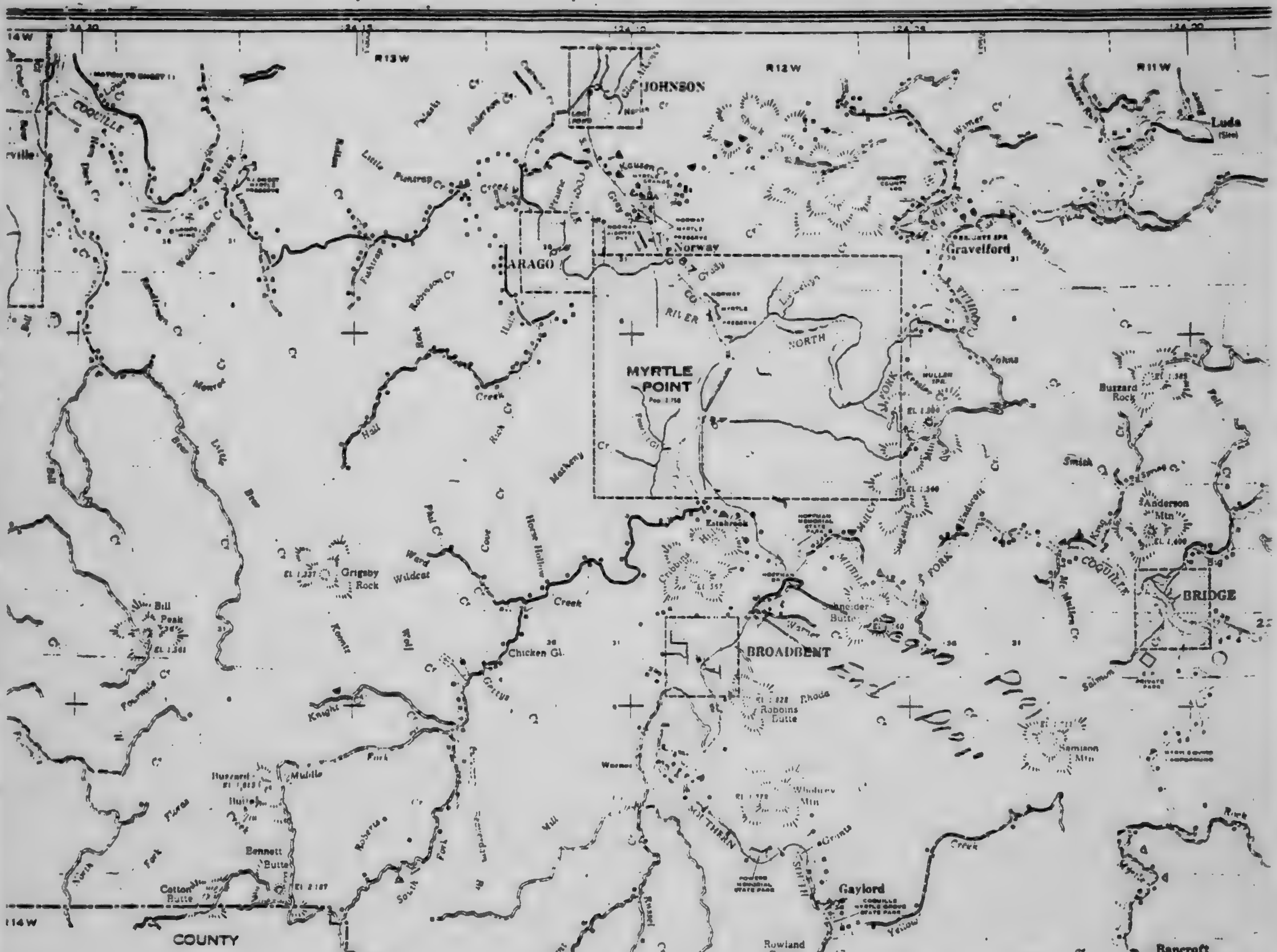
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Sketch Map

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X	396-3707	

734-1913 (7-82)



R13W
R12W
R11W
14W
JOHNSON
COQUILLE
RIVER
Kausen
Norway
ARAGO
Gravelford
Luda
Robinson Cr.
Little Pinerap Cr.
MYRTLE POINT
NORTH
FORK
RIVER
Rock Cr.
Hall Creek
Mahaney Cr.
Johns
Buzzard Rock
Smith Cr.
Anderson Mtn
BRIDGE
Grigsby Rock
Wildcat
Horse Hollow Cr.
Bill Peak
Chicken Gl.
BROADBENT
Schneider Butte
Robbins Butte
Rhoda
Samison Mtn
Salmon
Knight
Hubbard Butte
Middle Fork
Bennett Butte
Cotton Butte
COUNTY
Whiskey Mtn
SOUTH
Gaylord
Yellow Creek
Bancroft
Alder
Rowland Prairie
Gaylord Siding
Beaver
Long Cr
R13W
Rowland
Hood Mtn
Whisky Cr
PACIFIC
COQUILLE
Woodward
Baker
Bingham Mtn
POWERS
Mill Cr
Hayes
Bedrock Cr.
Woodby Mtn
Tunnel Cr.
RIVER
Waterpipe
T31S
COUNTY
Fuzzy Gl
Land
Sand Rock Mtn
Upper
ARRANGEMENT OF SHEETS FOR COOS COUNTY
Begin
End

9772

35 N

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 3-1

TO: Fred Ericksen
Design Engineer Supervisor

DATE: May 19, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History on Overlay
Powers Jct.-Bridge Section
Coos Bay-Roseburg Hwy. No. 35
Coos County
MP 23.30 to MP 31.00

Versteeg
Anderson
1 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 21 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up
Action

As requested in your letter received May 13, 1982, we have reviewed the accident history for the subject section. Our investigation revealed no apparent accident problem areas. The 1981 accident rate for the section was 1.52 compared to the statewide rate of 1.33.

L. E. GEORGE - TRAFFIC ENGINEER

JB:np

NOTED
F. ERIKSEN

9772

35 W

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: May 18, 1982

FROM: JAMES J. SIX
Region Construction Engineer

SUBJECT: Powers Jct.-Bridge Sec.
Bridge End and Deck Treatment
Coos Bay-Roseburg Highway
Coos County

1 Versteeg ✓
v Anderson J
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 19 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

At the time this location was sent in, we noted that the bridge end and surface treatment was lacking in detail. Subsequently an inspection of the structures (8) was made by Duane Kirby and the writer on May 7, 1982. I am attaching a copy of our notes concerning these structures. I see by Mr. Eriksen's letter to L. L. Wallace that Structures Design will provide the data on allowable overlay thickness.

We would recommend piling at bridge ends on structure 8842 east end, 8876 east end, 3312A both ends, and 8935 east end. We would consider dig-outs at 8936 east end, between 8842 and 8843. We felt that overlays are justified on 8935, 8936, 3212A and 8843. Depending on the decision to overlay, we need joint repairs on all structures and would recommend grinding to feather approaches on structures not getting an overlay.

jjg/cw
Attach.

cc Frank Terpin
L. L. Wallace
Frank Morrison

REFERRED TO
Board Stoudenmeyer
Cole Mann JW
2 Eriksen F.E. 1 Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Get bridge concurrence on structure repairs.
Follow up, extent of dig out & cost/justification of sheet pile.
J.

Notes retained for Job file. F.E.
Return to Road Design Files.

Contains Recycled Materials
81-125-1387

SP*75683-125

1

7772

35

ROAD DESIGN SECTION

L.L. Wallace
Assistant Bridge Engineer

May 12, 1982

Fred Eriksen Fred Eriksen
Design Supervisor

Powers Jct.-Bridge Section
MP 23.30 to MP 31.00
Coos Bay-Roseburg Highway
Coos County

Anderson
Adams
Sullivan
Wakerlig

RECEIVED
MAY 13 1982
ROAD DESIGN SECTION

Return To
Action

We are preparing contract plans for this project for a possible June 10, 1982 letting. The contract will provide a 4-inch Class "B" A.C. overlay and upgrading of guard rail (including bridge connections) to current standards.

There are eight bridges in this section, as follows:

MP 23.37	Coquille R. (Mid. Fk.)	#8842, 470', No WS HC30'
23.48	O'xing Hwy 242	#8843, 182', 1" WS HC42'
24.32	Coquille R. (Mid. Fk.)	#8844, 336', No WS HC30'
25.52	Coquille R. (Mid. Fk.)	#8875, 400', No WS HC30'
25.67	Coquille R. (Mid. Fk.)	#8876, 265', No WS HC30'
26.72	Endicott Creek	#3212A, 120', 2" WS HC30'
30.10	Coquille R. (Mid. Fk.)	#8936, 332', No WS HC30'
30.59	Coquille R. (Mid. Fk.)	#8935, 480', No WS HC30'

Please furnish recommendations for the overlay thickness desired on each of the bridge decks and appropriate drawing numbers for making guard rail connections to the bridges.

We would appreciate receiving this information by May 18, 1982.

FE:kg

cc: Alfred Shirley
    Jerry Miller

1984 Deschutes R (General Patch) 9773
Bridge Sec, S Century Dr SW of
Sunriver. (grad, pav, and Struc) #2

9773

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY GENERAL INVOICE

AGENCY	CURRENT DOCUMENT NUMBER
02	[illegible]

YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
	CA 5909	10-6-87	0000159142

Deschutes County
Courthouse Annex
Bend, Oregon 97701

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09773-011	L03	8027			844010	10	$ 1,476.51

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION:	TOTAL PRICE
Final Settlement on RS-B345 (2&3), Deschutes R. (General Patch) Bridge, Agreement #7410:	
Total Participating Project Cost	$ 451,117.77
Less: FHWA Participation	(397,660.32)
Plus: Nonparticipating County Cost	1,275.96
Less: State Share of Project Cost	(26,728.72)
Less: County Advance Deposit	(26,500.00)
Less: State Share of Non Participating Cost	(28.28)

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $ 1,476.51

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Diane Galida (INVOICE PREPARER) PH. 378-5035

734-1160 (11-86)

9773

REMITTANCE COPY

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 7/31/87

COUNTY: DESCHUTES AGREEMENT NO: 7410 PROJECT NO: RS-B345(2&3)

CONTRACT NO: 9773 SECTION: Deschutes R. (General Patch) Br.

Preliminary Engineering (Prefix: C509-1910)

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 11,983.84	$
Final Design	5,381.15	
Preliminary Design	123.75	
Region Geology	1,249.87	
Traffic	115.15	
Location Section	5,390.17	
Program Section	132.02	
Administrative Services	75.73	
Environmental	27,019.01	
Structure Foundation	4,166.16	
Free Bridge Design	6,678.47	
Free Specifications	1,487.80	
Utilities Engineer	77.66	
Surface Design Engineer	84.09	
Hydraulics	422.50	
Archeological Salvage	939.93	
Public Hearing	2,894.09	468.00
TOTAL P.E. COST	$ 68,221.39	$ 468.00
Less Free Br. Design & Specs	(8,166.27)	
TOTAL P.E. COST TO COUNTY	$ 60,055.12	$ 468.00

Construction (Prefix: C509-1033 & C09773 County Project)

	PARTICIPATING	NONPARTICIPATING
Payment to Contractor	$348,179.30	$ 688.50
Interest on Final Payment		21.99
Liquidated Damages	(2,409.75)	
Permanent Striping (SFO #1)	546.74	
Field Engineering	33,381.55	56.36
Region Geology	7.14	
Program Section	8.82	
Materials Lab	8,685.63	41.11
Technical Services	238.99	
Construction Branch	284.39	
Region Engineers Office	1,345.99	
Accounting	624.04	
Training	105.22	
EEO Monitoring	64.59	
TOTAL CONSTRUCTION COST	$391,062.65	$ 807.96

U.S. Forest Service Cost	USFS
Payment to Contractor	$340,624.37
Time Extension	661.50
Liquidated Damages	(2,315.25)

Interest on Final Payment	21.13
Permanent Striping (SFO #1)	525.30
Field Engineering	32,726.20
Region Geology	6.86
Program Section	8.47
Materials Lab	8,384.45
Technical Services	229.63
Construction Branch	273.26
Region Engineers Office	1,293.20
Training	101.08
EEO Monitoring	62.05
TOTAL CONSTRUCTION COST TO USFS	$382,602.25

SUMMARY:

Participating P.E. Cost	$ 60,055.12
Participating Const. Cost	391,062.65
TOTAL PARTICIPATING COST	$451,117.77

FEDERAL FUNDS:

P.E. (88.15%)	$ 52,938.59	
Const. (88.15%)	344,721.73	(397,660.32)
SUBTOTAL		$ 53,457.45
Less State Share 1/2 Balance		(26,728.72)
Plus Nonparticipating County Cost		1,275.96
Less State Share of Nonparticipating Field Engineering Cost		(28.18)
Less County's Advance Deposits		
P.E. AD #822	$ 3,000.00	
Const. AD #84-23	23,500.00	(26,500.00)
BALANCE DUE FROM COUNTY		$ 1,476.51

MKS:pf

J

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PAGE     1

                         JOB COST SUMMARY RUN ON  07-29-87
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 07/24/87

                                             CREW   MSA       CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD      MONTH           DATE
--        ------ -------- ---------- ------ -----     -------       ----------
C09773    000                555        0521                               3.16
OBJ-DETAIL 555                                                             3.16

ACTIVITY                                                                   3.16 SUBTOTAL

C09773    000    010         001        0813                              38.94
C09773    000    010         001        0821                             317.01
OBJ-DETAIL 001                                                           355.95

ACTIVITY   010                                                           355.95 SUBTOTAL

C09773    000    900         001        4000                             508.77
C09773    000    900         001        8027                           1,088.38
OBJ-DETAIL 001                                                         1,597.15

C09773    000    900         030        8027
OBJ-DETAIL 030

C09773    000    900         130        8027                              63.04
OBJ-DETAIL 130                                                            63.04

C09773    000    900         550        8027                              45.90
OBJ-DETAIL 550                                                            45.90

ACTIVITY   900                                                         1,706.09 SUBTOTAL

C09773    000    901         001        7363                             163.80
OBJ-DETAIL 001                                                           163.80

C09773    000    901         504        7363                              11.85
OBJ-DETAIL 504                                                            11.85

ACTIVITY   901                                                           175.65 SUBTOTAL

C09773    000    910         504        8010                              14.00
OBJ-DETAIL 504                                                            14.00

ACTIVITY   910                                                            14.00 SUBTOTAL

C09773    000    940         001        8240                             279.21
OBJ-DETAIL 001                                                           279.21

C09773    000    940         551        8027                              48.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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2240.85
51%
1142.83
7.14
166.88

49%
1,098.02
6.86
160.33

7-29-87

9773

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                      JOB COST SUMMARY RUN ON  07-29-87
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 07/24/87

                                       CREW   MSA          CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL  NUMBER FIELD          MONTH            DATE
--       ------ -------- ----------  ------ -----          -------        ----------
OBJ-DETAIL 551                                                                 48.00

ACTIVITY   940                                                                327.21 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                     2,582.06

C09773   001               349        8027                                     43.12
OBJ-DETAIL 349                                                                 43.12

ACTIVITY                                                                       43.12 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                        43.12

C09773   010                          8027                                  1,447.47 ***
OBJ-DETAIL                                                                  1,447.47

C09773   010               304        8027                                   -661.50
OBJ-DETAIL 304                                                               -661.50

C09773   010               349        8027                                    -21.13
OBJ-DETAIL 349                                                                -21.13

ACTIVITY                                                                      764.84 SUBTOTAL

C09773   010    900        598        0521
OBJ-DETAIL 598

ACTIVITY   900                                                                       SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                       764.84

C09773   011                          8027                                369,874.74 ***
OBJ-DETAIL                                                                369,874.74

C09773   011               199        8027                                       .55
OBJ-DETAIL 199                                                                   .55

C09773   011               300        8027                                 12,489.85
OBJ-DETAIL 300                                                             12,489.85

C09773   011               304        8027                                  2,315.25
OBJ-DETAIL 304                                                              2,315.25

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

51/49

internal 21.99 D
21.13 F

To 90—

OK To Contractor

(4725) = (2409.75)

```
                    JOB COST SUMMARY RUN ON  07-29-87
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 07/24/87

                                          CREW   MSA        CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--        ------ -------- ---------- ------ -----        -------        ----------
ACTIVITY                                                                384,680.39 SUBTOTAL

C09773    011     140       001       4046   SF                             266.00
OBJ-DETAIL 001                                                              266.00

C09773    011     140       440       4046   SF                             646.44
C09773    011     140       440       4046   SF01                          -525.30
OBJ-DETAIL 440                                                              121.14

C09773    011     140       549       4046   SF
OBJ-DETAIL 549

C09773    011     140       550       4046   SF                             159.60
OBJ-DETAIL 550                                                              159.60

ACTIVITY   140                                                              546.74 SUBTOTAL

C09773    011     900       598       0521                                 -581.29
C09773    011     900       598       8027                                 -581.29
OBJ-DETAIL 598

ACTIVITY   900                                                             -581.29 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                 384,645.84

C09773    090                         8027                              380,658.63 ***
OBJ-DETAIL                                                              380,658.63

C09773    090               199       8027                                     .45
OBJ-DETAIL 199                                                                 .45

C09773    090               300       8027                               -3,696.05
OBJ-DETAIL 300                                                           -3,696.05

C09773    090               304       8027                               -1,653.75
OBJ-DETAIL 304                                                           -1,653.75

C09773    090               349       8027                                   21.13
OBJ-DETAIL 349                                                               21.13

ACTIVITY                                                                375,330.41 SUBTOTAL

C09773    090     140       440       4046   SF01                           525.30

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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STATE Striping

From 900

33962.33
- 581.29

```
                    JOB COST SUMMARY RUN ON  07-29-87
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 07/24/87

                                           CREW   MSA
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        CURRENT        BALANCE TO
--         ------ -------- ---------- ------ -----         MONTH            DATE
OBJ-DETAIL 440                                            -------      ----------
                                                                           525.30
ACTIVITY    140
                                                                           525.30 SUBTOTAL
C09773   090    900        598       8027
OBJ-DETAIL 598                                                             581.29
                                                                           581.29
ACTIVITY    900
                                                                           581.29 SUBTOTAL
SUB-JOB    090 SUBTOTAL
                                                                       376,437.00
EA         C09773 TOTAL
                                                                       764,472.86

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

ADD to ENG.

1773

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** RS-B345(3)
PROGRAM APPROVED	**VOUCHER PERIOD** **From:** 2/29/84 **To:** 10/25/86

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
075	774,472.86	391,062.65	.8815	344,721.73	344,721.73	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By _______________ Controller *Authorized Officer* 5/28/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _______________

Amount Approved $ _______________

SIGN ORIGINAL COPY

____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	DESCHUTES RIVER (GENERAL PATCH) BRIDGE CENTURY DRIVE HIGHWAY DESCHUTES COUNTY					
	Construction Type Code X080 Structure, Bridge No. 16519 (Sta. 31+16 to 33+36)					
	Final Contract Payment Summary	Lump Sum			$348,179.30	✓
SFO #1	Permanent Pavement Striping (State)	All Required			546.74	✓
	TOTAL PARTICIPATING CONSTRUCTION				$348,726.04	
	Construction Engineering					
	Liquidated Damages	Lump Sum			$ (2,409.75)	✓
	State	All Required			44,681.77	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$ 42,272.02	
	Misc. Project Cost					
	EEO Monitoring Expense	All Required			$ 64.59	
	TOTAL PARTICIPATING PROJECT COST				$391,062.65	
	Non Participating Project Cost					
	Final Contract Payment Summary (090)	Lump Sum			$340,624.37	
	Time Extension (010)	Lump Sum			688.50	✓
	Time Extension (090)	Lump Sum			661.50	✓
	Liquidated Damages (090)	Lump Sum			(2,315.25)	? ✓
	Interest on Final Payments (010)	All Required			21.99	✓
	Interest on Final Payments (090)	All Required			21.13	✓
SFO #1	Permanent Pavement Striping (State) (090)	All Required			525.30	✓
	EEO Monitoring Expense (090)	All Required			62.05	✓
	Construction Engineering (010)	All Required			97.47	
	Construction Engineering (090)	All Required			43,023.15	
	TOTAL NON PARTICIPATING PROJECT COST				$383,410.21	
	TOTAL PROJECT COST				$774,472.86	
	Prepared based on Participating Cost as shown on the Federal Billing as of 5/29/87.					
	AMOUNT CARRIED FORWARD					

RS-B345-(3)

REGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

Payable to: Douglas S Coats
PO Box 311
Bend OR 97709

Project No.:
Hwy. Agr. No.:
Contract No.: 9773

Project:
Estimate No.: 13 Final
Period Covered:
Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	3500.00		
	Interest on 3979.56			
	from 6/2/86-6/23/86.22			
	days @ 1.96/day =	43.12		
	Totals			
	Retained___%			
	Total Payments	3543.12		

Approved by:

Prepared by: J Henry

CPS=479.56

Common Data Elements
Doc. No. RW C09773
3,6,2,9,8,6
Month Day Year

Agency 02 Vendor #0000960188 Suf. 00 Ref. Doc./Suf. ____ Check No. ____

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RP:
01	240	C09773	000	8027					3500.00			
02	223	↓	001	↓	349				43.12			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FMCP010-1 CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE 06/23/86 PAGE 1

Est # [illegible] 6-23-86

RS-345-(3)

CONTRACT NUMBER: C09773 ESTIMATE NUMBER: 013 DOUGLAS S. COATS, INC.

NUMBER	NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
AMOUNT TO DATE:		679,923.90	3,375.00-	3,500.00	8,879.77	681,928.
PRIOR AMOUNT:		679,444.34	3,375.00-	3,500.00	8,879.77	681,449.
PRESENT AMOUNT:		479.56	0.00	0.00	0.00	479.

EA NUMBER	SUB-NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
C09773	011	594.70	0.00	0.00	0.00	594.
C09773	090	115.14-	0.00	0.00	0.00	115.
	TOTAL	479.56	0.00	0.00	0.00	479.

Type Code	"p" Construction Cost	"p" Liquidated Damages	"N" Liq Dam.	"N" Time Ext	"N" Cont Cost	To
X080	$348,179.30	(2,409.75)	(2,315.25)	1,350.00	340,624.37	$68

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

06/23/86
PAGE 1

Est # [illegible] 6-23-86

RS-345-(3)

C09773 ESTIMATE NUMBER: 013 DOUGLAS S. COATS, INC.

CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
679,923.90	3,375.00-	3,500.00	8,879.77	681,928.67
679,444.34	3,375.00-	3,500.00	8,879.77	681,449.11
479.56	0.00	0.00	0.00	479.56

CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
594.70	0.00	0.00	0.00	594.70
115.14-	0.00	0.00	0.00	115.14-
479.56	0.00	0.00	0.00	479.56

Type Code	"P" Construction Cost	"P" Liquidated Damages	"N" Liq Dam.	"N" Time Ext	"N" Const Cost	Total Cost
X080	$348,179.30	(2,409.75)	(2,315.25)	1,350.00	340,624.37	$685,428.67

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY DESCHUTES		CONTRACT NO. C09773	ESTIMATE NO. 13
HIGHWAY SOUTH CENTURY DRIVE		FEDERAL AID PROJECT NO. RS-B0345003	
SECTION DESCHUTES R (GENERAL PATCH) BR			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT
001	90 MOBILIZATION	LUMP SUM	60000.0000	52.000	31200.00	31200.00	
001 11	~~90~~ MOBILIZATION	LUMP SUM	60000.0000	48.000	28800.00	28800.00	
002	90 TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	500.0000	52.000	260.00	260.00	
002 11	~~90~~ TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	500.0000	48.000	240.00	240.00	
003	90 TEMPORARY SIGNS	SQ FT	7.0000	128.000	896.00	894.00	
003 11	~~90~~ TEMPORARY SIGNS	SQ FT	7.0000	36.000	252.00	252.00	
005	90 TEMP CONT RAIL TRAFFIC BARRIER REFLE	LIN FT	7.0000	150.500	1053.50	1050.00	
005 11	~~90~~ TEMP CONT RAIL TRAFFIC BARRIER REFLE	LIN FT	7.0000	150.500	1053.50	1050.00	
006	90 FLAGGERS	HOUR	9.0000	182.500	1642.50	1642.50	
006 11	~~90~~ FLAGGERS	HOUR	9.0000	115.000	1035.00	1035.00	
007	90 CLEARING AND GRUBBING	LUMP SUM	35000.0000	100.000	35000.00	35000.00	
008	90 EMBANKMENT IN PLACE	CU YD	2.0000	14,187.100	28374.20	27783.00	
009	90 TRENCH EXCAVATION	CU YD	10.0000	28.300	283.00	283.00	
010	90 FINISHING ROADBED AND SLOPES	LUMP SUM	5000.0000	100.000	5000.00	5000.00	
011	90 WATERING	M-GAL	10.0000	273.500	2735.00	2735.00	
012	90 1"-0 AGGREGATE BASE	TO	8.7000	14,318.580	124571.65	124571.65	
013	90 CLASS C ASPHALT CONCRETE	TON	27.0000	2,855.110	77087.97	77087.97	
014	90 3/4"-0 AGGREGATE IN PRIME COAT	CU YD	20.0000	321.500	6430.00	6430.00	
015	90 MC-250 ASPHALT IN PRIME COAT	TON	250.0000	28.470	7117.50	7117.50	
016	90 18-INCH CULVERT PIPE	LIN FT	10.0000	120.000	1200.00	1200.00	
017	90 GUARD RAIL TYPE 2A	LIN FT	12.5000	225.000	2812.50	2812.50	
018	90 GUARD RAIL TYPE 3	LIN FT	30.0000	100.000	3000.00	3000.00	
019	90 GUARD RAIL ANCHORS TYPE 1	EACH	300.0000	4.000	1200.00	1200.00	
020	90 RAIL END PIECES TYPE C	EACH	100.0000	4.000	400.00	400.00	
021	90 EXTRA FOR ASPHALT APPROACHES	EACH	200.0000	12.000	2400.00	2400.00	
022	90 EXTRA FOR ASPHALT WALKS	SQ YD	1.0000	482.700	482.70	482.70	
023	90 SEEDING FERTILIZING AND MULCHING	ACRE	700.0000	3.700	2590.00	2590.00	
025 11	~~90~~ SHORING CRIBBING ETC	LUMP SUM	15000.0000	100.000	15000.00	15000.00	
026 11	~~90~~ STRUCTURE EXCAVATIO'	CU YD	7.0000	104.540	731.78	864.92	1
027 11	~~90~~ SPECIAL WALL BACKFILL	CU YD	20.0000	28.140	562.80	562.80	
028 11	~~90~~ FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	10000.0000	100.000	10000.00	10000.00	

DATE 06 23 86 PG. 01 C09773	TOTAL CONTRACT ITEMS	"P" = 57,675.08		
		"N" - 335,736.52		
	FORCE ACCOUNT			
ENGINEER OR AUDITOR				

ACT PAYMENT VOUCHER

COUNTY DESCHUTES		CONTRACT NO. C09773	ESTIMATE NO. 13
HIGHWAY SOUTH CENTURY DRIVE		FEDERAL AID PROJECT NO. RS-B0345003	
SECTION DESCHUTES R (GENERAL PATCH) BR			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ATION		LUMP SUM	60000.0000	52.000	31200.00	31200.00	
ZATION		LUMP SUM	60000.0000	48.000	28800.00	28800.00	
RARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	500.0000	52.000	260.00	260.00	
RARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	500.0000	48.000	240.00	240.00	
RARY SIGNS		SQ FT	7.0000	128.000	896.00	896.00	
RARY SIGNS		SQ FT	7.0000	36.000	252.00	252.00	
CONT RAIL TRAFFIC	BARRIER, REFLE	LIN FT	7.0000	150.500	1053.50	1050.00	3.50
CONT RAIL TRAFFIC	BARRIER REFLE	LIN FT	7.0000	150.500	1053.50	1050.00	3.50
RS		HOUR	9.0000	182.500	1642.50	1642.50	
RS		HOUR	9.0000	115.000	1035.00	1035.00	
NG AND GRUBBING		LUMP SUM	35000.0000	100.000	35000.00	35000.00	
MENT IN PLACE		CU YD	2.0000	14,187.100	28374.20	27783.00	591.20
EXCAVATION		CU YD	10.0000	28.300	283.00	283.00	
ING ROADBED AND	SLOPES	LUMP SUM	5000.0000	100.000	5000.00	5000.00	
NG		M-GAL	10.0000	273.500	2735.00	2735.00	
GGREGATE BASE		TO	8.7000	14,318.580	124571.65	124571.65	
C ASPHALT	CONCRETE	TON	27.0000	2,855.110	77087.97	77087.97	
AGGREGATE IN	PRIME COAT	CU YD	20.0000	321.500	6430.00	6430.00	
ASPHALT IN	PRIME COAT	TON	250.0000	28.470	7117.50	7117.50	
H CULVERT PIPE		LIN FT	10.0000	120.000	1200.00	1200.00	
RAIL TYPE 2A		LIN FT	12.5000	225.000	2812.50	2812.50	
RAIL TYPE 3		LIN FT	30.0000	100.000	3000.00	3000.00	
RAIL ANCHORS	TYPE 1	EACH	300.0000	4.000	1200.00	1200.00	
ND PIECES TYPE C		EACH	100.0000	4.000	400.00	400.00	
FOR ASPHALT	APPROACHES	EACH	200.0000	12.000	2400.00	2400.00	
FOR ASPHALT	WALKS	SQ YD	1.0000	482.700	482.70	482.70	
G FERTILIZING	AND MULCHING	ACRE	700.0000	3.700	2590.00	2590.00	
G CRIBBING ETC		LUMP SUM	15000.0000	100.000	15000.00	15000.00	
URE EXCAVATIO		CU YD	7.0000	104.540	731.78	864.92	133.14-
L WALL BACKFILL		CU YD	20.0000	28.140	562.80	562.80	
H PILE DRIVING	EQUIPMENT	LUMP SUM	10000.0000	100.000	10000.00	10000.00	
PG. 01 C09773		TOTAL CONTRACT ITEMS			"P" = 57,675.08		
					"N" - 335,736.52		
		FORCE ACCOUNT					

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY	
HIGHWAY	
SECTION	
CONTRACT NO.	C09773
ESTIMATE NO.	13
FEDERAL AID PROJECT NO.	

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT
029 11	~~90~~ FURN 16-INCH PRESTRESSED	CONC PILING	LIN FT	20.0000	2,088.000	41760.00	41760.00	
030 11	~~90~~ DRIVE PRESTRESSED	CONCRETE PILES	LIN FT	1.0000	1,867.000	1867.00	1852.50	
031 11	~~90~~ STRUCTURAL CONCRETE	CLASS 3300	LUMP SUM	24000.0000	100.000	24000.00	24000.00	
032 11	~~90~~ STRUCTURAL CONCRETE	CLASS 4500	LUMP SUM	72630.0000	100.000	72630.00	72630.00	
033 11	~~90~~ 75'/80' TYPE III	PRESTRESSED B	EACH	5100.0000	15.000	76500.00	76500.00	
034 11	~~90~~ REINFORCEMENT		LUMP SUM	16000.0000	100.000	16000.00	16000.00	
035 11	~~90~~ COATED REINFORCEMENT		LUMP SUM	18000.0000	100.000	18000.00	18000.00	
03[illegible] 11	~~90~~ THREE TUBE STEEL	RAILING	LIN FT	58.0000	476.000	27608.00	27608.00	
03[illegible] 11	~~90~~ PEDESTRIAN HANDRAIL		LIN FT	34.0000	245.300	8340.20	8340.20	
	90 PRICE AGREEMENT ITEMS							
3003A	~~11~~ NON-SPEC AGG IN	PRIME COAT	LUMP SUM	192.9000-	100.000	192.90-	192.90-	
	ADJUSTMENT ITEMS					2409.75 2315.25		
6001A	~~11~~ LIQUIDATED DAMAGES		DAY	225.0000-	21.000	~~4725.00-~~	4725.00-	
6001B	~~11~~ TIME EXTENSION	APP 2-5-85	DAY	225.0000	6.000	1350.00	1350.00 688.50 661.50	
	FORCE ACCOUNT ITEMS							
801 90	~~11~~ CONSTR MAILBOX SUPPORT				1058.26	722.63	722.63	
802 90	~~11~~ PERM SIGNING	94001			1016.75	~~2075.01~~	2075.01	
803 90	~~11~~ CONST DRAIN CURB & INLET					3341.37	3341.37	
804 90	~~11~~ PLACE RIP-RAP	UNDER BRIDGE				2740.76	2740.76	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 06 23 86 PE. 02 C09773 P - 290,504.22	TOTAL CONTRACT ITEMS	676548.90	676069.34	4
~~Ot~~ 4,587.85				
N-9	FORCE ACCOUNT	8879.77	8879.77	
ENGINEER OR AUDITOR W. W R		685,428.67		

T PAYMENT VOUCHER

COUNTY		CONTRACT NO. C09773	ESTIMATE NO. 13
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
-INCH PRESTRESSED	CONC PILING	LIN FT	20.0000	2,086.000	41760.00	41760.00	
RESTRESSED	CONCRETE PILES	LIN FT	1.0000	1,867.000	1867.00	1852.50	14.50
RAL CONCRETE	CLASS 3300	LUMP SUM	24000.0000	100.000	24000.00	24000.00	
RAL CONCRETE	CLASS 4500	LUMP SUM	72630.0000	100.000	72630.00	72630.00	
TYPE III	PRESTRESSED B	EACH	5100.0000	15.000	76500.00	76500.00	
CEMENT		LUMP SUM	16000.0000	100.000	16000.00	16000.00	
REINFORCEMENT		LUMP SUM	18000.0000	100.000	18000.00	18000.00	
UBE STEEL	RAILING	LIN FT	58.0000	476.000	27608.00	27608.00	
IAN HANDRAIL		LIN FT	34.0000	245.300	8340.20	8340.20	
AGREEMENT ITEMS							
C AGG IN	PRIME COAT	LUMP SUM	192.9000-	100.000	192.90-	192.90-	
TMENT ITEMS					2,409.75 2,315.25		
TED DAMAGES		DAY	225.0000-	21.000	~~4725.00-~~	4725.00-	
TENSION	APP 2-5-85	DAY	225.0000	6.000	1350.00	1350.00 688.50 661.50	
ACCOUNT ITEMS							
MAILBOX SUPPORT					722.63	722.63	
GNING	94001			1058.26 1016.75	~~2075.01~~	2075.01	
RAIN CURB & INLET					3341.37	3341.37	
IP-RAP	UNDER BRIDGE				2740.76	2740.76	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

PL. 02 C09773 P - 290,504.22	TOTAL CONTRACT ITEMS	676548.90	676069.34	479.56
~~Ø~~ 4,887.85				
N-9	FORCE ACCOUNT	8879.77	8879.77	
		685,428.67		

DESCHUTES R (GENERAL PATCH) BR
SOUTH CENTURY DRIVE
DESCHUTES
GRADING, PAVING, & STRUCTURE

SPECIFIED COMPLETION
A) 180 CD
B)
C)

EXTENSION 6

APPROVED 02-05-85

USED 201 CWD

CONTRACT NO. C09773
F.A.P. RS-B0345003
E.A. C09773
AWARDED 04 09 84
ESTIMATE NO. 013 FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

CONTRACTOR DOUGLAS S. COATS, INC.

ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE		PERFORMED TO DATE 84/00/11		TO COMPLETE 84/00/00			PERFORMED SINCE LAST ESTIMATE	
			QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
ALE ALLEN EGN ENGR											11		
W ROBERTSON ROJECT MANAGER											11		
OBILIZATION	LUMP SUM	600000000	52000	3120000	52000	3120000	52000	3120000			11	24,500.00	
OBI ZATION	LUMP SUM	600000000	48000	2880000	48000	2880000	48000	2880000			90	31,200.00	-
TEM TOTAL	001		100000	6000000	100000	6000000	100000	6000000					
EMPORARY PROTECTION AND IR OF TRAFFIC	LUMP SUM	5000000	52000	26000	52000	26000	52000	26000			11	240.00	
EMPORARY PROTECTION AND IR OF TRAFFIC	LUMP SUM	5000000	48000	24000	48000	24000	48000	24000			90	260.00	
TEM TOTAL	002		100000	50000	100000	50000	100000	50000					
EMPORARY SIGNS	SQ FT	70000	38000	26600	128000	89600	128000	89600			11	2512.00	
EMPORARY SIGNS	SQ FT	70000	36000	25200	36000	25200	36000	25200			90	596.00	
TEM TOTAL	003		74000	51800	164000	114800	164000	114800					
EMPORARY BARRICADES	EACH	500000	3000	15000							11		

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM 81-734-3498 REV. 8

DESCHUTES R (GENERAL PATCH) BR
SOUTH CENTURY DRIVE
DESCHUTES
GRADING, PAVING, & STRUCTURE

SPECIFIED COMPLETION
A) 180 CD
B)
C)

EXTENSION 6

APPROVED 02-05-85

USED 201 CWD

CONTRACTOR DOUGLAS S. COATS, INC.

CONTRACT NO. C09773
F.A.P. RS-80345003
E.A. C09773
AWARDED 04 09 84
ESTIMATE NO. 013
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE		PERFORMED TO DATE 84/00/11		TO COMPLETE 84/00/00		PARTICIPATING INDICATOR	PERFORMED SINCE LAST ESTIMATE	
			QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
EMPORARY BARRICADES	EACH	500000	3000	15000							90		
TEM TOTAL	004		6000	30000									
EMP CONT RAIL TRAFFIC ARRIERS REFLEC	LIN FT	70000	156000	109200	150500	105350	150500	105350			11	1,053.50	
EMP CONT RAIL TRAFFIC ARRIERS REFLEC	LIN FT	70000	144000	100800	150500	105350	150500	105350			90	1,053.50	
TEM TOTAL	005		300000	210000	301000	210700	301000	210700					
LA[illegible]S	HOUR	90000	125000	112500	182500	164250	182500	164250			11	1,035.00	
LAGGERS	HOUR	90000	115000	103500	115000	103500	115000	103500			90	1,642.50	
TEM TOTAL	006		240000	216000	297500	267750	297500	267750					
OADWORK											11		
LEARING AND GRUBBING	LUMP SUM	350000000	100000	3500000	100000	3500000	100000	3500000			90 11	35,000.00	
MBANKMENT IN PLACE	CU YD	20000	12949000	2589800	14187100	2837420	14187100	2837420			90 11	28,374.20	
RENCH EXCAVATION	CU YD	100000	45000	45000	28300	28300	28300	28300			90 11	283.00	
INISHING ROADBED AND SLOPES	LUMP SUM	50000000	100000	500000	100000	500000	100000	500000			90 11	5,000.00	

DESCHUTES R (GENERAL PATCH) BR
SOUTH CENTURY DRIVE
DESCHUTES
GRADING, PAVING, & STRUCTURE

SPECIFIED COMPLETION
A) 180 CD
B)
C)

EXTENSION

APPROVED 02-05-85

USED 201 CWD

CONTRACTOR DOUGLAS S. COATS, INC.

CONTRACT NO. C09773
F.A.P. RS-B0345003
E.A. C09773
AWARDED 04 09 84
ESTIMATE NO. 013
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE		PERFORMED TO DATE 84/00/11		TO COMPLETE 84/00/00		[illegible]	PERFORMED SINCE LAST ESTIMATE	
			QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
ATERING	M-GAL	100000	350000	350000	273500	273500	273500	273500			90 11	2,735.00	
-0 AGGREGATE BASE	TON	87000	14500000	12615000	14318580	12457165	14318580	12457165			90 11	124,571.65	
LASS C ASPHALT ONCRETE	TON	270000	2900000	7830000	2855110	7708797	2855110	7708797			90 11	77,087.97	
/4"-0 AGGREGATE IN RIME COAT	CU YD	200000	130000	260000	321500	643000	321500	643000			90 11	6,430.00	
C-250 ASPHALT IN RIME COAT	TON	2500000	25000	625000	28470	711750	28470	711750			90 11	7,117.50	
-INCH CULVERT PIPE	LIN FT	100000	200000	200000	120000	120000	120000	120000			90 11	1,200.00	
UARD RAIL TYPE 2A	LIN FT	125000	200000	250000	225000	281250	225000	281250			90 11	2,812.50	
UARD RAIL TYPE 3	LIN FT	300000	100000	300000	100000	300000	100000	300000			90 11	3,000 —	
UARD RAIL ANCHORS TYPE	EACH	3000000	4000	120000	4000	120000	4000	120000			90 11	1,200 —	

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 04

FORM 81-734-3405 REV. 8

DESCHUTES R (GENERAL PATCH) BR
SOUTH CENTURY DRIVE
DESCHUTES
GRADING, PAVING, & STRUCTURE

SPECIFIED COMPLETION
A) 180 CD
B)
C)

EXTENSION 6

APPROVED 02-05-85

USED 201 CWD

CONTRACTOR DOUGLAS S. COATS, INC.

CONTRACT NO. C09773
F.A.P. RS-B0345003
E.A. C09773
AWARDED 04 09 84
ESTIMATE NO. 013
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE		PERFORMED TO DATE 84/00/11		TO COMPLETE 84/00/00			PERFORMED SINCE LAST ESTIMATE	
			QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
AIL END PIECE. TYPE C	EACH	1000000	4000	40000	4000	40000	4000	40000			90 11	400 —	
XTRA FOR ASPHALT PPROACHES	EACH	2000000	10000	200000	12000	240000	12000	240000			90 11	2,400 —	
XTRA FOR ASPHALT ALKS	SQ YD	10000	690000	69000	482700	48270	482700	48270			90 11	482 70	
EE G FERTILIZING ND MULCHING	ACRE	7000000	4000	280000	3700	259000	3700	259000			90 11	2,590 —	
INGLE MAILBOX SUPPORTS	EACH	1500000	2000	30000							11		
TRUCTURE RIDGE NO 16519											11		
HORING CRIBBING ETC	LUMP SUM	150000000	100000	1500000	100000	1500000	100000	1500000			11 90	15,000 —	
TRUCTURE EXCAVATION	CU YD	70000	73000	51100	104540	73178	104540	73178			11 90	731 78	
PECIAL WALL BACKFILL	CU YD	200000	25000	50000	28140	56280	28140	56280			11 90	562 80	

06/24/86 PROGRESS ESTIMATE AND COST REPORT PAGE NO. 05 FORM 81-734-3000 REV. I

DESCHUTES R (GENERAL PATCH) BR
SOUTH CENTURY DRIVE
DESCHUTES
GRADING, PAVING, & STRUCTURE

SPECIFIED COMPLETION
A) 180 CD
B)
C)

EXTENSION 6

APPROVED 02-05-85

USED 201 CWD

CONTRACT NO. C09773
F.A.P. RS-80345003
E.A. C09773
AWARDED 04 09 84
ESTIMATE NO. 013
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

CONTRACTOR DOUGLAS S. COATS, INC.

ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE		PERFORMED TO DATE 84/00/11		TO COMPLETE 84/00/00		[illegible]	PERFORMED SINCE LAST ESTIMATE	
			QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
URNISH PILE DRIVING QUIPMENT	LUMP SUM	100000000	100000	1000000	100000	1000000	100000	1000000			" 90	10,000 —	
URN 16-INCH PRESTRESSED ONC PILING	LIN FT	200000	2088000	4176000	2088000	4176000	2088000	4176000			" 90	41,760 —	
RIVE PRESTRESSED ONCRETE PILES	LIN FT	10000	1784000	178400	1867000	186700	1867000	186700			" 90	1,867 —	
TRUCTURAL CONCRETE LASS 3300	LUMP SUM	240000000	100000	2400000	100000	2400000	100000	2400000			" 90	24,000 —	
TRUCTURAL CONCRETE LASS 4500	LUMP SUM	726300000	100000	7263000	100000	7263000	100000	7263000			" 90	72,630 —	
5'/80' TYPE III PRESTRESSED BMS	EACH	51000000	15000	7650000	15000	7650000	15000	7650000			" 90	76,500 —	
EINFORCEMENT	LUMP SUM	160000000	100000	1600000	100000	1600000	100000	1600000			" 90	16,000 —	
COATED REINFORCEMENT	LUMP SUM	180000000	100000	1800000	100000	1800000	100000	1800000			" 90	18,000 —	
THREE TUBE STEEL AIL 3	LIN FT	580000	475000	2755000	476000	2760800	476000	2760800			" 90	27,608 —	

PROGRESS ESTIMATE AND COST REPORT

FORM 61-734-3000 REV. 8

DESCHUTES R (GENERAL PATCH) BR
SOUTH CENTURY DRIVE
DESCHUTES
GRADING, PAVING, & STRUCTURE

SPECIFIED COMPLETION
A) 180 CD
B)
C)

6 EXTENSION

APPROVED 02-05-85

USED 201 CWD

CONTRACT NO. C09773
F.A.P. RS-80345003
E.A. C09773
AWARDED 04 09 84
ESTIMATE NO. 013
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

CONTRACTOR DOUGLAS S. COATS, INC.

ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 84/00/11 QUANTITY	PERFORMED TO DATE 84/00/11 AMOUNT	TO COMPLETE 84/00/00 QUANTITY	TO COMPLETE 84/00/00 AMOUNT		PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
EDESTRIAN HANDRAIL LIN FT	340000	245000	833000	245300	834020	245300	834020			11 90	8,340 20	
OTALS FOR ORIG. CONTRACT			67618100		68011680		68011680			11 = 90 =	344,380.28 335,736.52	
RICE AGREEMENTS												
PE HANGE DENSITY EST										11		
AVING SPEC CHANGE										11		
ON-SPEC AGG IN RIME COAT LUMP SUM	-1929000			100000	-19290	100000	-19290			90 11	(192 90)	
ON-SPEC CL "C" /C LUMP SUM	-5318000									11		
SUB-TOTAL P. A.					-19290		-19290					
DJU ENTS												
IQUIDATED DAMAGES DAY	-2250000			21000	-472500	21000	-472500		51% 49%	11 90 11	(2,409.75) (2,315.25)	

[illegible] PROGRESS ESTIMATE AND COST REPORT PAGE NO. 07 FORM 81-734-3400 REV. 0

DESCHUTES R (GENERAL PATCH) BR
SOUTH CENTURY DRIVE
DESCHUTES
GRADING, PAVING, & STRUCTURE

SPECIFIED COMPLETION	A) 180 CD B) C)	EXTENSION	6	APPROVED	02-05-85
USED	201 CWD	CONTRACT NO.	C09773	WORK DONE TO:	
F.A.P.	RS-80345003	E.A.	C09773	ESTIMATED DATE OF COMPLETION:	
AWARDED	04 09 84	ESTIMATE NO.	013 FINAL	CONTRACTOR	DOUGLAS S. COATS, INC.

ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 84/00/11 QUANTITY	PERFORMED TO DATE 84/00/11 AMOUNT	TO COMPLETE 84/00/00 QUANTITY	TO COMPLETE 84/00/00 AMOUNT	PARTICIPATING INDICATOR	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
IME EXTENSION PP 2-5-85	DAY	2250000			6000	135000	6000	135000		51% 49%	10 90	688 50 661 50	
SUB-TOTAL ADJ.						-337500		-337500					
OTALS ALL EXCEPT F.A.						67654890		67654890					
ORCE ACCOUNTS													
ON MAILBOX SUPPORT						72263		72263			90 11	722 63	
ERM SIGNING 4001						207501		207501		51% 49%	11 11 90	1,058 26 1,016 75	
ONST DRAIN CURB & INLET						334137		334137			90 11	3,341 37	
LACE RIP-RAP NDER BRIDGE						274076		274076			11	2,740 76	
SUB-TOTAL F. A.						887977		887977					
* TOTAL PAY COSTS				67618100		68542867		68542867			11 90	= 1,349.29 = 2,712.20	
STAT ORCE ORDERS													
ERM STRIPING 4002						170000				6% 94% 170000	11 90 11	102 - 1,598 -	

011 = 345,769.55 + 688.50 = $346,458.05
90 = 338,309.12 + 661.50 = $338,970.62
685,428.67

State Force work & Const Engr needs to be added to these figures.

— over —

OREGON STATE HIGHWAY DIVISION 06/24/86 PROGRESS ESTIMATE AND COST REPORT PAGE NO. 08 FORM 81-734-3496 REV. 8

DESCHUTES R (GENERAL PATCH) BR
SOUTH CENTURY DRIVE
DESCHUTES
GRADING, PAVING, & STRUCTURE

SPECIFIED COMPLETION
A) 180 CD
B)
C)

EXTENSION 6

APPROVED 02-05-85

USED 201 CWD

CONTRACTOR DOUGLAS S. COATS, INC.

CONTRACT NO. C09773
F.A.P. RS-B0345003
E.A. C09773
AWARDED 04 09 84
ESTIMATE NO. 013 FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 84/00/11 QUANTITY	PERFORMED TO DATE 84/00/11 AMOUNT	TO COMPLETE 84/00/00 QUANTITY	TO COMPLETE 84/00/00 AMOUNT	PARTIC. PATHNG INDICATOR	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
SUB-TOTAL STATE FORCES ADD. ANTICIP. ITEMS						170000				170000			
ERMANENT SIGNING FO 1				200000							11		
ERM PAVEMENT STRIPING FO 1				170000							11		
AVEMENT STRIPING				50000							11		
ONTINGENCIES				3061715									
NGINEERING				6123429		8400000		8400000					
RAND TOTALS				77223244		77112867		76942867		170000			

#380,708.83

0114010 = 346,458.05 = 50.55%
C90 = 338,970.62 = 49.451%
Total 685,428.67

Const. Engr. setup as 51% to C11 Project RS B345(3) and
49% on forest Hwy C90 portion

391,803 - P
387,979 - Non-P
779,782

IT ENGINEER ---------- DATE ---------- DIVISION ENGINEER ---------- DATE ----------

over

DESCHUTES R (GENERAL PATCH) BR
SOUTH CENTURY DRIVE
DESCHUTES
GRADING, PAVING, & STRUCTURE

SPECIFIED COMPLETION
A) 180 CD
B)
C)

EXTENSION 6

APPROVED 02-05-85

USED 201 CWD

CONTRACT NO. C09773
F.A.P. RS-B0345003
E.A. C09773
AWARDED 04 09 84
ESTIMATE NO. 013
FINAL

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

CONTRACTOR DOUGLAS S. COATS, INC.

ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 84/00/11 QUANTITY	PERFORMED TO DATE 84/00/11 AMOUNT	TO COMPLETE 84/00/00 QUANTITY	TO COMPLETE 84/00/00 AMOUNT	PARTIAL PAYMENT INDICATOR	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT

EXPENDITURE AUTHORIZATION	SUBJOB	PERCENTAGE	PROJECT ID	VENDOR-NAME
C09773	010	100.00	NOTAPPLICABLE	DESCHUTES COUNTY ROAD DPT
C09773	011	88.15	RS B345 003	FEDERAL HIGHWAY ADMINISTRATION
C09773	011	5.93	NOTAPPLICABLE	STATE OF OREGON
C09773	011	5.92	RS B345 003	DESCHUTES COUNTY ROAD DPT
	090	100.00	NOTAPPLICABLE	USDA FOREST SERVICE

Corrected

Adjustment
− 661.50
(2,315.25)
+ 3,755.91
− 5,409.66
0

8-6 called Rebecca with revised dollar amount. AH

Rebecca
Deschutes National Forest
388-5540

Pls call back Tuesday
Pen-Patch Bridge

Pete 7/25
8:20

F 09-2919-03

CA5191

RS B345-(3)

diff to call

~ rick ~ Dan
Jerry Hawley's office.
AH

9773

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

April 17, 1987
IN REPLY REFER TO

HRW-OR

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

ccp's [illegible]
agr

Dear Mr. Rulien:

Oregon Project RS-B345(3)
Deschutes River (General Patch)
Bridge Section

Enclosed for your handling is a Highway Easement Deed for the transfer of public lands required for the right-of-way on the subject project and an adjoining project apparently constructed by Deschutes County.

Please advise the County of the need to provide the Deschutes National Forest, Forest Supervisor, with a conformed copy of the deed after recording.

Sincerely yours,

John D Wickm

Dale E. Wilken
Division Administrator

Enclosure
Easement Deed

cc:
OSHD (J. B. Boyd, R/W)

cc-Ed Hunter

RECEIVED
STATE HWY ENGR

APR 17'87

REFER TO
Bruce Boyd

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Boyd
R — Act.

DEPARTMENT OF TRANSPORTATION HIGHWAY EASEMENT DEED

THIS DEED, made this 13th day of April, 1987, by and between THE UNITED STATES OF AMERICA, acting by and through the DEPARTMENT OF TRANSPORTATION, Federal Highway Administration, hereinafter referred to as the Department, and the County of Deschutes, State of Oregon, hereinafter referred to as the "Grantee":

WITNESSETH:

WHEREAS, the Grantee has filed application under the provisions of the Act of Congress of August 27, 1958, as amended (23 U.S.C., Section 317) for the right-of-way of a highway over certain land owned by the United States in the State of Oregon, which is under the jurisdiction of the Department of Agriculture-Forest Service; and

WHEREAS, this transfer is further authorized under the provisions of the Act of Congress approved October 15, 1966 (80 Stat. 931, 937, Section 6(a)(1)(A)); and

WHEREAS, the Regional Federal Highway Administrator, pursuant to delegations of authority from the Secretary of Transportation, has determined that an easement over the land covered by the application is reasonably necessary for a right-of-way for South Century Drive Highway, County No. 42; and

WHEREAS, the Department of Agriculture, acting by and through the Forest Service, has agreed to the transfer by the Department of an easement over the land to the Grantee:

NOW THEREFORE, Department, as authorized by law, does hereby grant to Grantee an easement for a right-of-way for the operation and maintenance of a highway and use of the space above and below the established grade line of the highway pavement for highway purposes on, over, across, in, and upon the following described land of the United States within the Deschutes National Forest, County of Deschutes, State of Oregon:

Willamette Meridian

T. 20 S., R. 10 E.
Sec. 25; N1/2NE1/4, E1/2NW1/4
Sec. 26; NW1/4NE1/4, NW1/4

as shown on Exhibit A, attached hereto and made a part hereof, subject, however, to the following terms, conditions, and covenants:

(1) Outstanding valid claims, if any, existing on the date of this grant, and Grantee shall obtain such permission as may be necessary on account of any such claims.

(2) The Grantee and the Regional Forester shall make determination as to the necessity for archeological and paleontological reconnaissance and salvage within the right-of-way, and such reconnaissance and salvage to the extent determined necessary because of construction of the highway facility, is to be undertaken by the Grantee in compliance with the acts entitled "An Act for the Preservation of American Antiquities", approved June 8, 1906 (34 Stat. 225, 16 U.S.C. 432-433), and State laws where applicable.

(3) The easement herein granted is limited to use of the described right-of-way and the space above and below the established grade line of the highway pavement for the purpose of operation and maintenance of a highway in accordance with the approved plans, and does not include the grant of any right for non-highway purposes or facilities:

Provided, That the right of the Forest Service to use or authorize the use of any portion of the right-of-way for non-highway purposes shall not be exercised when such use would be inconsistent with the provisions of Title 23 of the United States Code and of the Federal Highway Administration regulations issued pursuant thereto or would interfere with the free flow of traffic or impair the full use and safety of the highway, and in any case Grantee and the Federal Highway Administration shall be consulted prior to the exercise of such rights: and Provided further; That nothing herein shall preclude the Forest Service from locating National Forest and other Department of Agriculture information signs on the portions of the right-of-way outside of construction clearing limits.

(4) Consistent with highway safety standards, the Grantee shall:

(a) Protect and preserve soil and vegetative cover and scenic and esthetic values on the right-of-way outside of construction limits.

(b) Provide for the prevention and control of soil erosion within the right-of-way and adjacent lands that might be affected by the construction, operation, or maintenance of the highway, and shall vegetate and keep vegetated with suitable species all earth cut or fill slopes feasible for revegetation or other areas on which ground cover is destroyed where it is deemed necessary during a joint review between the Regional Forester and the Grantee prior to completion of the highway and Grantee shall maintain all terracing, water bars, leadoff ditches, or other preventive works that may be required to accomplish this objective. This provision shall also apply to slopes that are reshaped following slides which occur during or after construction.

(5) Grantee shall establish no borrow, sand or gravel pits, stone quarries, permanent storage areas, sites or highway-operation and maintenance facilities, camps, supply depots, or disposal areas within the right-of-way unless shown on approved construction plans, without first obtaining approval of the Regional Forester.

(6) Grantee shall maintain the right-of-way clearing by means of chemicals only after specific written approval has been given by the Regional Forester.

Application for such approval must be in writing and specify the time, method, chemicals, and the exact portion of the right-of-way to be chemically treated.

(7) Grantee, in consideration of the grant of this easement, does hereby covenant and agree as convenant running with the land for itself, its successors and assigns that (a) no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed, (b) that Grantee shall use said easement and right-of-way so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation, effecutation of Title VI of the Civil Rights Act of 1964, and said Regulations may be amended.

(8) When need for the easement herein granted no longer exists, the Grantee shall give notice of that fact to the Secretary of Transportation and the rights herein granted shall terminate and the land shall revert immediately to the full control of the Department of Agriculture.

IN WITNESS WHEREOF, I, Robert B. ________, Regional Counsel, pursuant to delegations of authority from the Secretary of Transportation, the Federal Highway Administrator, and Chief Counsel, Federal Highway Administration, by virtue of authority in me vested by law, have hereunto subscribed my name as of the day and year first above written.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Robert B. ________
Regional Counsel

STATE OF Oregon)

COUNTY OF Multnomah)

I, Donna Z. Juhnke, a Notary Public in and for the State of Oregon, do hereby certify that on this 13th day on April, 1987, before me personally appeared Robert B. Rutledge, Regional Counsel, Federal Highway Administration, and acknowledged that the foregoing instrument bearing date of April 13, 1987, was executed by him in his official capicity and by authority in him vested by law, for the purpose and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Regional Counsel, Federal Highway Administration.

Witness my hand and seal this 13th day of April, 1987.

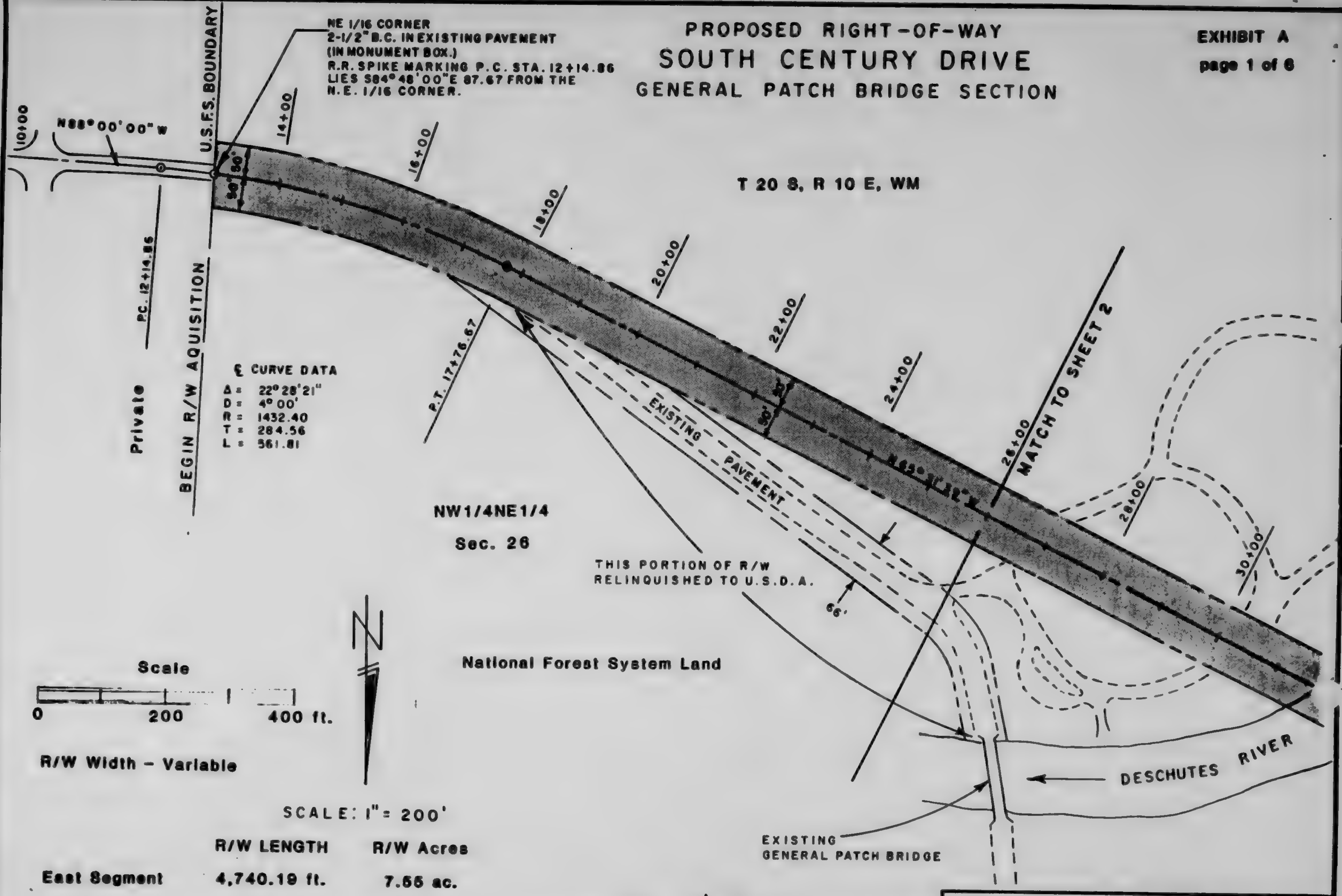
Donna Z. Juhnke
Notary Public for Oregon

My Commission Expires 10-14-90

Donna Z. Juhnke
DONNA Z. JUHNKE
NOTARY PUBLIC-OREGON
My Commission Expires 10-14-90

EXHIBIT A
page 1 of 6

PROPOSED RIGHT-OF-WAY
SOUTH CENTURY DRIVE
GENERAL PATCH BRIDGE SECTION


NE 1/16 CORNER
2-1/2" B.C. IN EXISTING PAVEMENT
(IN MONUMENT BOX.)
R.R. SPIKE MARKING P.C. STA. 12+14.86
LIES S84°48'00"E 87.67 FROM THE
N.E. 1/16 CORNER.
U.S.F.S. BOUNDARY
10+00
N88°00'00"W
14+00
16+00
18+00
20+00
22+00
24+00
26+00
28+00
30+00
30'
30'
30'
30'
T 20 S, R 10 E, WM
MATCH TO SHEET 2
N 65° 41' 12" W
PC. 12+14.86
Private
BEGIN R/W AQUISITION
℄ CURVE DATA
Δ = 22°28'21"
D = 4°00'
R = 1432.40
T = 284.56
L = 561.81
P.T. 17+76.67
EXISTING PAVEMENT
NW1/4NE1/4
Sec. 26
THIS PORTION OF R/W
RELINQUISHED TO U.S.D.A.
66'
N
National Forest System Land
Scale
0
200
400 ft.
DESCHUTES RIVER
EXISTING
GENERAL PATCH BRIDGE

R/W Width - Variable

SCALE: 1" = 200'

	R/W LENGTH	R/W Acres
East Segment	4,740.19 ft.	7.55 ac.
General Patch Bridge Segment	3,119.52 ft.	7.16 ac.
Total	7,859.71 ft.	14.71 ac.
	1.49 mi.	

Approved: Chuck Brown 12/3/86
Acting Forest Engineer

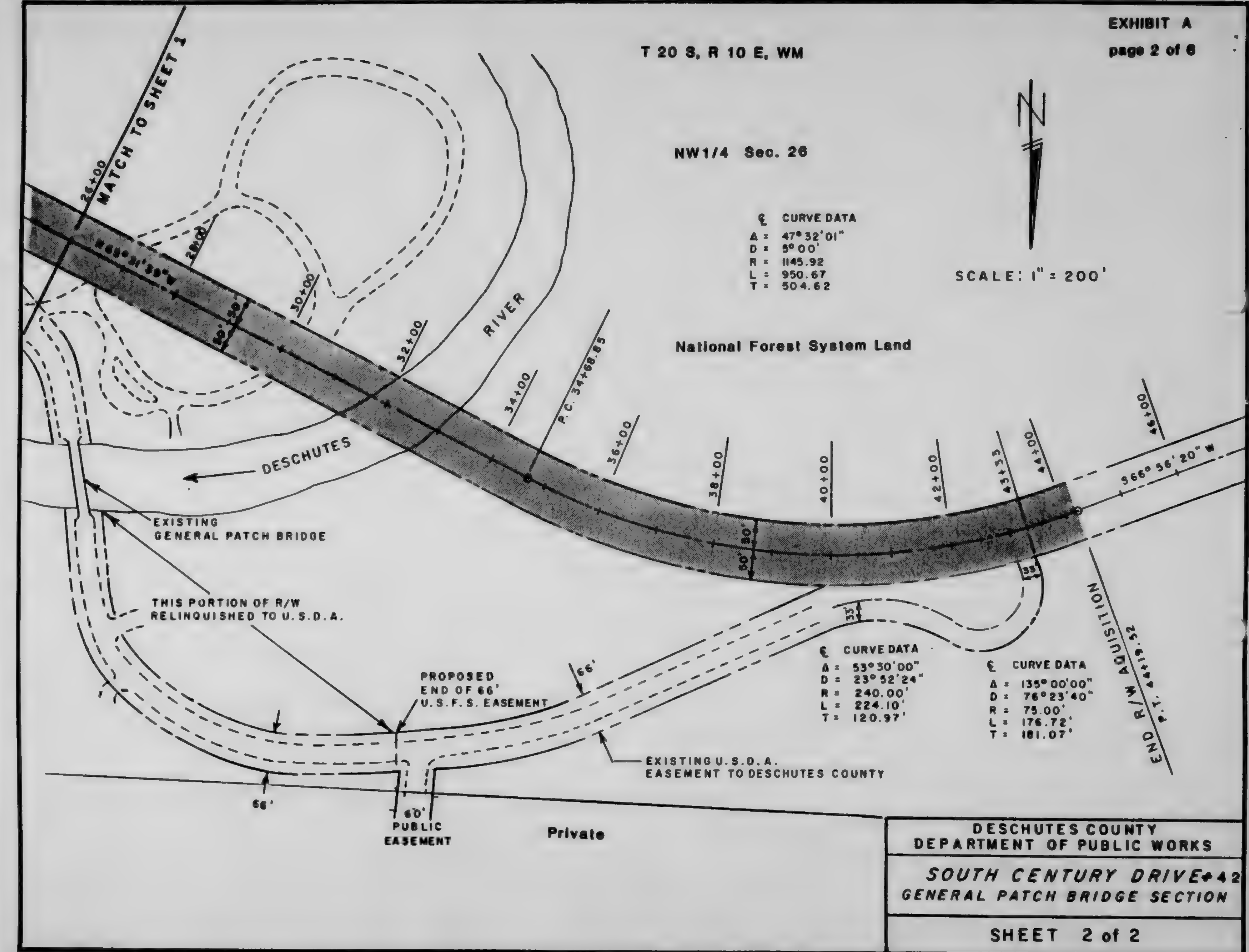
KRM 12/86

DESCHUTES COUNTY
DEPARTMENT OF PUBLIC WORKS

SOUTH CENTURY DRIVE+42
GENERAL PATCH BRIDGE SECTION

SHEET 1 of 2

EXHIBIT A
page 2 of 6

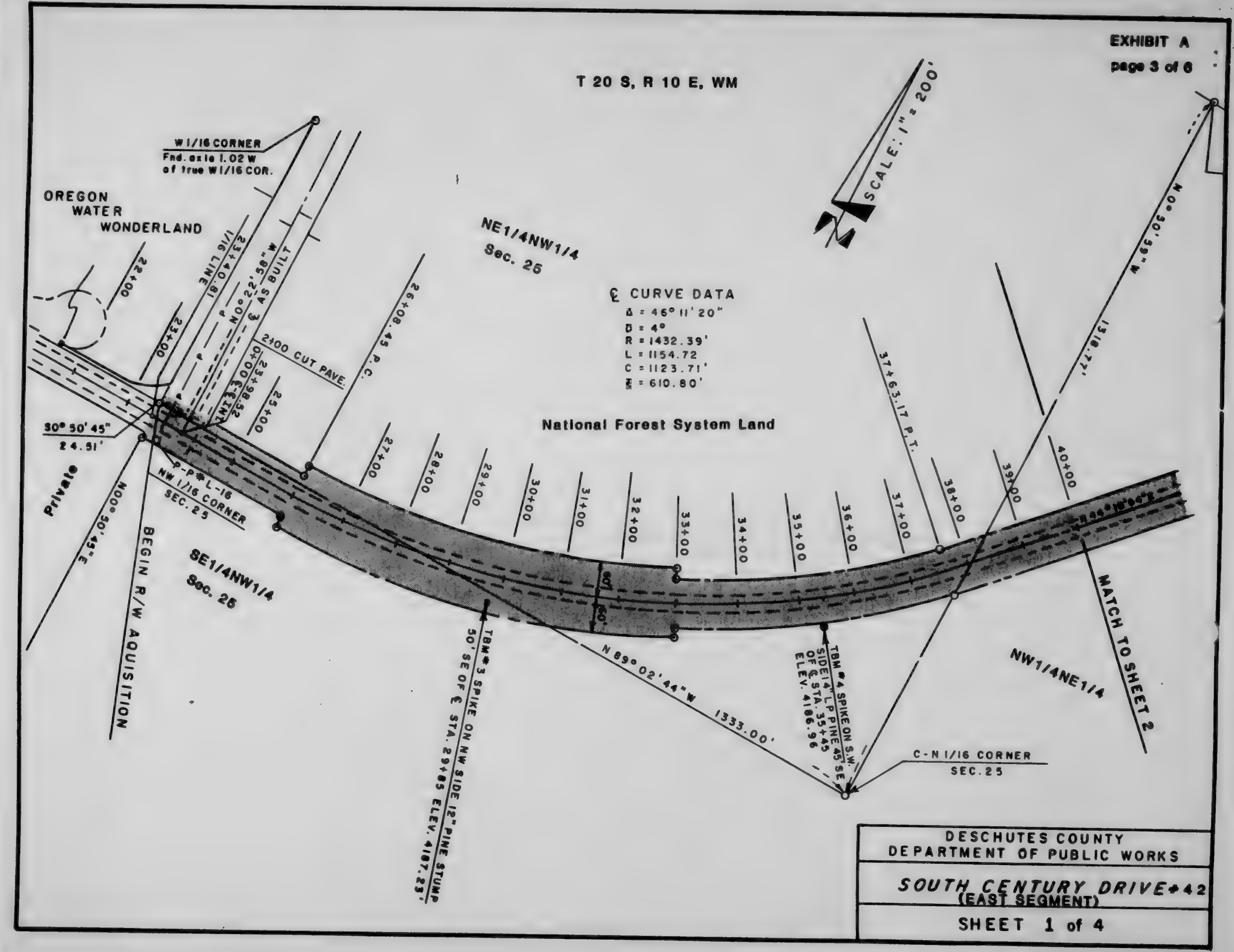

T 20 S, R 10 E, WM
NW1/4 Sec. 26
N
SCALE: 1" = 200'
℄ CURVE DATA
Δ = 47°32'01"
D = 5°00'
R = 1145.92
L = 950.67
T = 504.62
National Forest System Land
MATCH TO SHEET 1
26+00
28+00
N65°31'39"W
30'
30'
30+00
32+00
RIVER
DESCHUTES
34+00
P.C. 34+68.85
36+00
38+00
40+00
42+00
43+33
44+00
46+00
50'
50'
S66°56'20"W
33'
33'
END R/W AQUISITION
P.T. 44+19.52
EXISTING GENERAL PATCH BRIDGE
THIS PORTION OF R/W RELINQUISHED TO U.S.D.A.
PROPOSED END OF 66' U.S.F.S. EASEMENT
66'
66'
℄ CURVE DATA
Δ = 53°30'00"
D = 23°52'24"
R = 240.00'
L = 224.10'
T = 120.97'
℄ CURVE DATA
Δ = 135°00'00"
D = 76°23'40"
R = 75.00'
L = 176.72'
T = 181.07'
EXISTING U.S.D.A. EASEMENT TO DESCHUTES COUNTY
60'
PUBLIC EASEMENT
Private

DESCHUTES COUNTY
DEPARTMENT OF PUBLIC WORKS

SOUTH CENTURY DRIVE+42
GENERAL PATCH BRIDGE SECTION

SHEET 2 of 2

EXHIBIT A
page 3 of 6

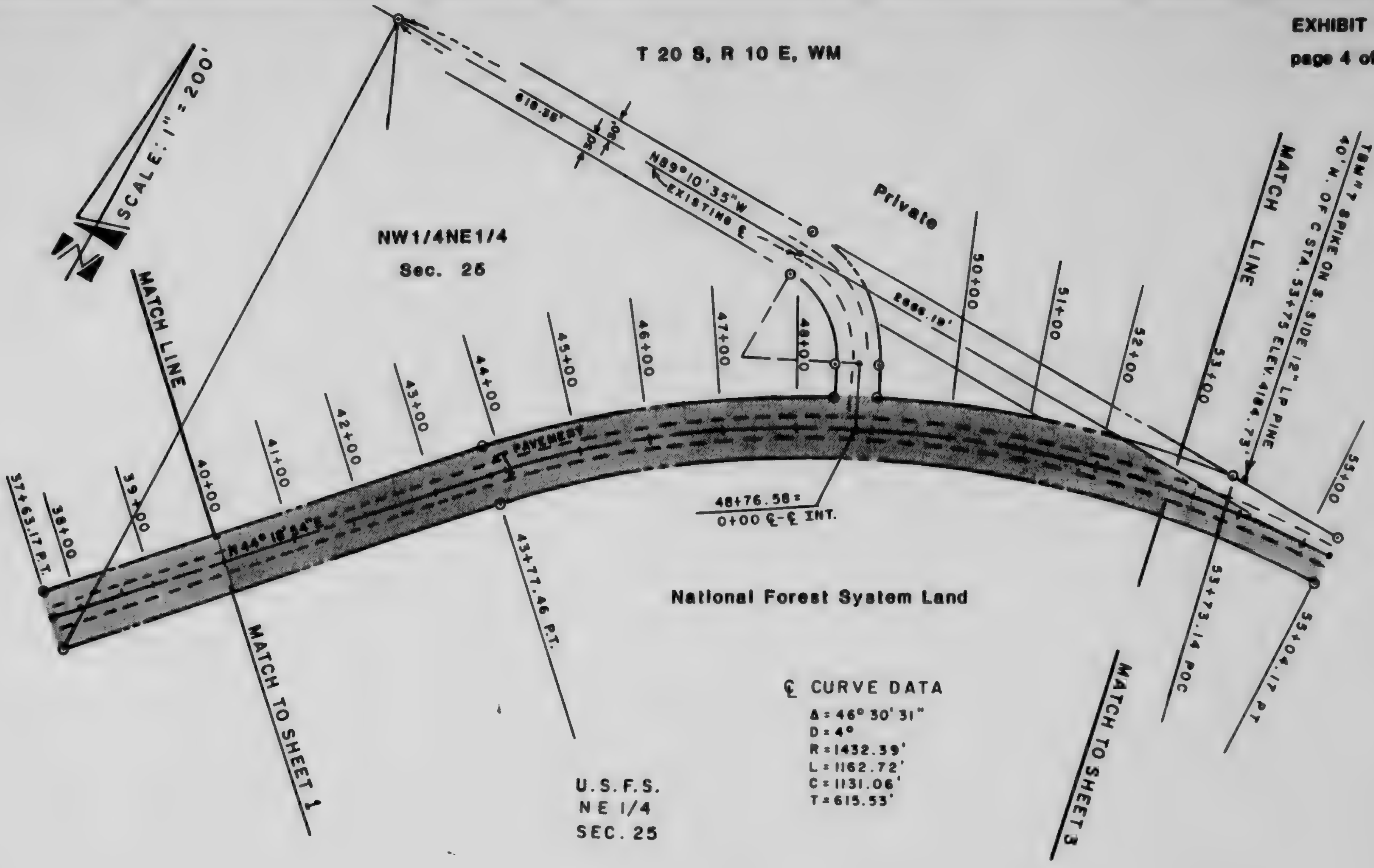

T 20 S, R 10 E, WM
SCALE: 1" = 200'
W1/16 CORNER
Fnd. axle 1.02 W of true W1/16 COR.
OREGON WATER WONDERLAND
22+00
23+00
1/16 LINE
23+40.81
N0°22'58"W
℄ AS BUILT
23+98.52
INT. 3+00±0
2+00 CUT PAVE.
25+00
26+08.45 P.C.
27+00
28+00
29+00
30+00
31+00
32+00
33+00
34+00
35+00
36+00
37+00
37+63.17 P.T.
38+00
39+00
40+00
NE1/4NW1/4
Sec. 25
℄ CURVE DATA
Δ = 46°11'20"
D = 4°
R = 1432.39'
L = 1154.72
C = 1123.71'
T = 610.80'
National Forest System Land
30°50'45"
24.51'
Private
N00°50'45"E
P-P # L-16
NW 1/16 CORNER
SEC. 25
BEGIN R/W AQUISITION
SE1/4NW1/4
Sec. 25
60'
60'
TBM #3 SPIKE ON NW SIDE 12" PINE STUMP 50' SE OF ℄ STA. 29+85 ELEV. 4187.23'
N 89°02'44"W 1333.00'
TBM #4 SPIKE ON S.W. SIDE 14" LP PINE 45' SE OF ℄ STA. 35+45 ELEV. 4186.96
C-N 1/16 CORNER
SEC. 25
NW1/4NE1/4
MATCH TO SHEET 2
N0°30'39"W
1318.77'

DESCHUTES COUNTY
DEPARTMENT OF PUBLIC WORKS

SOUTH CENTURY DRIVE #42
(EAST SEGMENT)

SHEET 1 of 4

EXHIBIT A
page 4 of 6

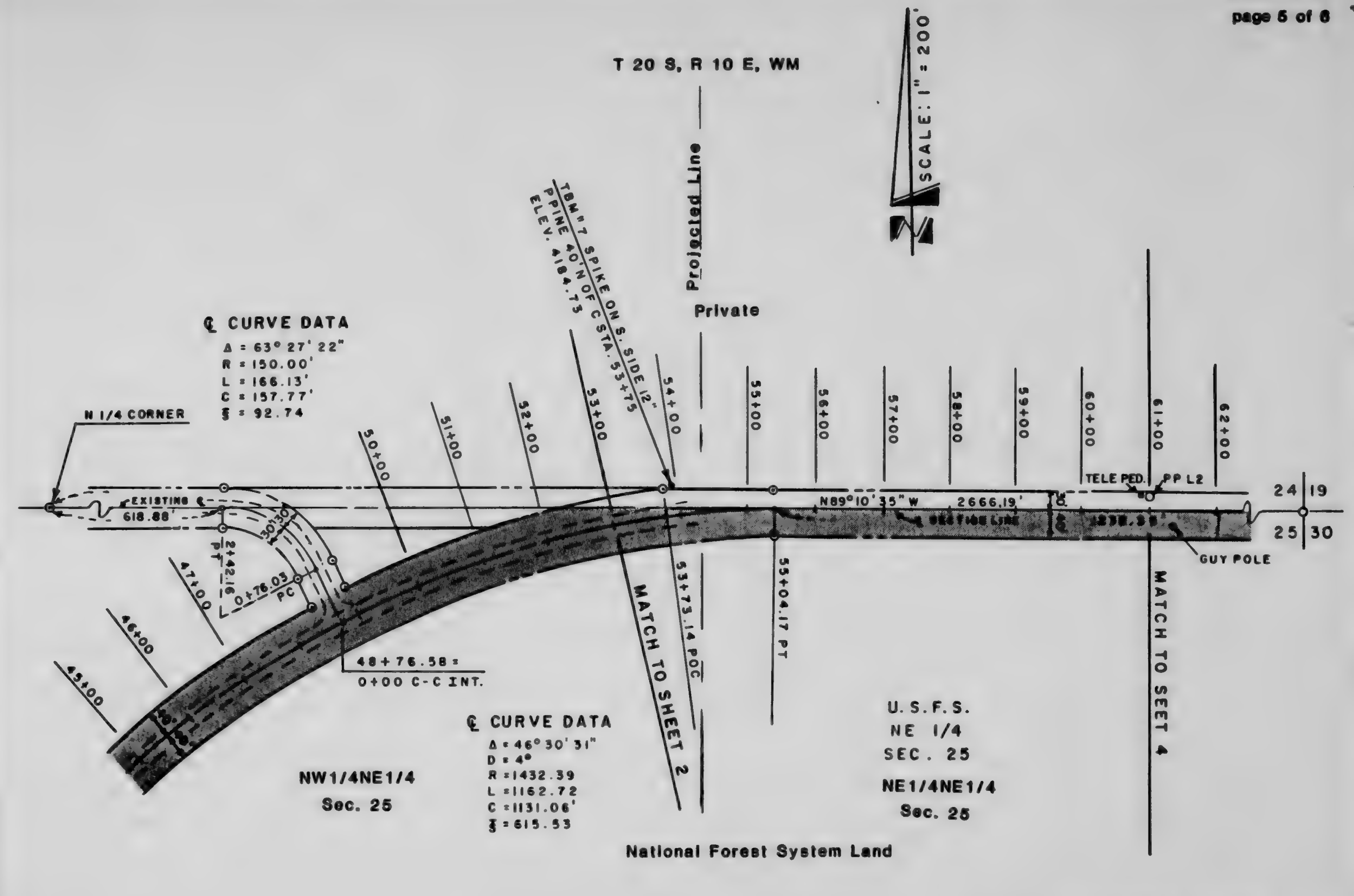

T 20 S, R 10 E, WM
SCALE: 1" = 200'
NW1/4NE1/4
Sec. 25
Private
616.38'
30'
30'
N89°10'35"W
EXISTING ℄
2666.19'
TBM #7 SPIKE ON S. SIDE 12" LP PINE
40' N. OF ℄ STA. 53+75 ELEV. 4184.73'
MATCH LINE
MATCH LINE
MATCH TO SHEET 1
MATCH TO SHEET 3
37+63.17 P.T.
38+00
39+00
40+00
41+00
42+00
43+00
44+00
45+00
46+00
47+00
48+00
50+00
51+00
52+00
53+00
55+00
N44°18'54"E
℄ PAVEMENT
43+77.46 P.T.
48+76.58 =
0+00 ℄-℄ INT.
53+73.14 POC
55+04.17 PT
National Forest System Land
U.S.F.S.
NE 1/4
SEC. 25
℄ CURVE DATA
Δ = 46° 30' 31"
D = 4°
R = 1432.39'
L = 1162.72'
C = 1131.06'
T = 615.53'

DESCHUTES COUNTY
DEPARTMENT OF PUBLIC WORKS

SOUTH CENTURY DRIVE #42
(EAST SEGMENT)

SHEET 2 of 4

EXHIBIT A
page 5 of 8

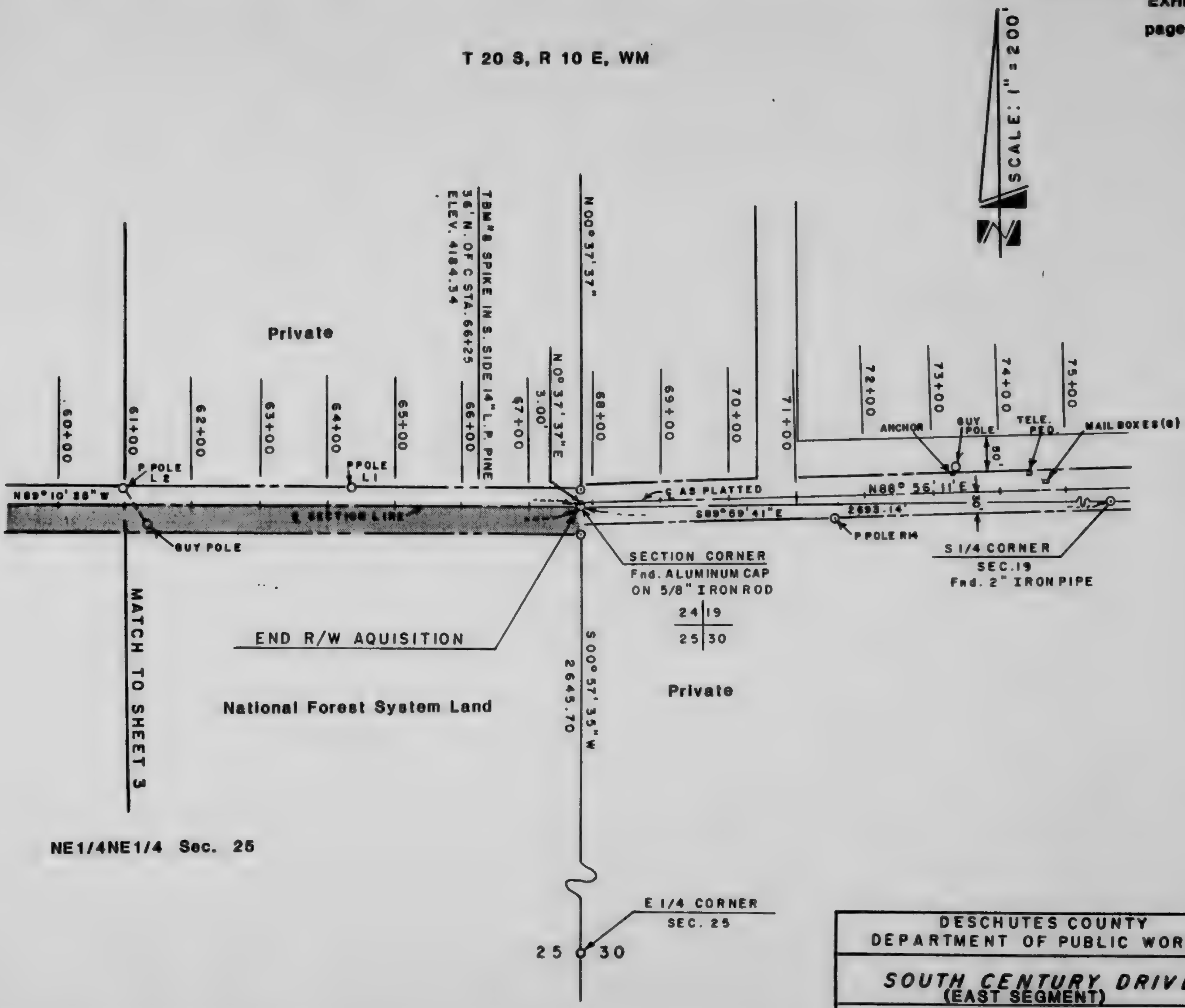

T 20 S, R 10 E, WM
SCALE: 1" = 200'
Projected Line
Private
TBM #7 SPIKE ON S. SIDE 12"
P PINE 40' N OF C STA. 53+75
ELEV. 4184.73
℄ CURVE DATA
Δ = 63° 27' 22"
R = 150.00'
L = 166.13'
C = 157.77'
Ʒ = 92.74
N 1/4 CORNER
EXISTING ℄
618.88'
30'30'
2+42.16
PT
0+76.03
PC
45+00
46+00
47+00
48+76.58 =
0+00 C-C INT.
50+00
51+00
52+00
53+00
54+00
53+73.14 POC
MATCH TO SHEET 2
55+00
55+04.17 PT
56+00
57+00
58+00
59+00
60+00
61+00
62+00
N89°10'35"W
2666.19'
SECTION LINE
℄
TELE PED.
PP L2
GUY POLE
MATCH TO SEET 4
24 | 19
25 | 30
℄ CURVE DATA
Δ = 46°30'31"
D = 4°
R = 1432.39
L = 1162.72
C = 1131.06'
Ʒ = 615.53
NW1/4NE1/4
Sec. 25
U.S.F.S.
NE 1/4
SEC. 25
NE1/4NE1/4
Sec. 25
National Forest System Land

DESCHUTES COUNTY
DEPARTMENT OF PUBLIC WORKS

SOUTH CENTURY DRIVE #42
(EAST SEGMENT)

SHEET 3 of 4

EXHIBIT A
page 6 of 6


T 20 S, R 10 E, WM
SCALE: 1" = 200'
Private
Private
National Forest System Land
NE1/4NE1/4 Sec. 25
60+00
61+00
62+00
63+00
64+00
65+00
66+00
67+00
68+00
69+00
70+00
71+00
72+00
73+00
74+00
75+00
P POLE L 2
P POLE L 1
GUY POLE
N89° 10' 38" W
℄ SECTION LINE
TBM #8 SPIKE IN S. SIDE 14" L.P. PINE
36' N. OF ℄ STA. 66+25
ELEV. 4184.34
N 0° 37' 37" E
3.00'
N 00° 37' 37"
℄ AS PLATTED
N88° 56' 11" E
S89° 59' 41" E
2693.14'
P POLE RM
ANCHOR
GUY POLE
TELE. PED.
MAIL BOXES (8)
80'
30'
S 1/4 CORNER
SEC. 19
Fnd. 2" IRON PIPE
SECTION CORNER
Fnd. ALUMINUM CAP
ON 5/8" IRON ROD
24
19
25
30
END R/W AQUISITION
S 00° 57' 35" W
2645.70
E 1/4 CORNER
SEC. 25
25
30
MATCH TO SHEET 3

DESCHUTES COUNTY
DEPARTMENT OF PUBLIC WORKS

SOUTH CENTURY DRIVE #42
(EAST SEGMENT)

SHEET 4 of 4

jc cc: OSHD (Rulien)

STATE COPY 9773

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT OCT 28 '86	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-B345(3)
COMPLETION DATE (Actual) November 6, 1984	ACCEPTANCE DATE BY CONRTACT AGENCY June 6, 1986	TIME ELAPSED 113 %	CONTRACT TIME 186 CD

LOCATION

Deschutes River (General Patch) Bridge Section of the South Century Drive.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
OCT 31 '86
REFER TO
Fredrickson
FOR

Info	Inv	R/D	D/R	Sign	Act	File

cy
10/31

1. Description of Improvement as Programed:
   - A. Construction of roadbed grading, aggregate base and asphalt paving.
   - B. Install culvert pipe.
   - C. Construction of guard rail.
   - D. Construct asphalt walks.
   - E. Seeding, fertilizing and mulching.
   - F. Bridge construction.
   - G. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Douglas S. Coats, Inc.
3. Contract Amount: $685,428.67

NOTED
W. E. SCHWARTZ

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE		SIGNATURE Original Signed By G. K. HOSSNER District Engineer	
TITLE Area Engineer	DATE OCT 29 1986	TITLE District Engineer B	DATE OCT 29 1986

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9773

July 8, 1986

CON 5 - #9773

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

Contract No. 9773 awarded to Douglas S. Coats, Inc. for work on the Deschutes River (General Patch) Bridge Section of the South Century Drive Highway in Deschutes County was completed on May 3, 1986, and accepted by the State Highway Division on June 6, 1986.

Final payment in the amount of $3,979.56 will be released to the contractor after July 14, 1986. The total contract amount is $685,428.67 including $8,879.77 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

9773

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9773

TO: Robert Gormsen
Manager, Commission Services

DATE: June 6, 1986 duplicate

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9773, On Site Work Substantially Completed November 6, 1984
All Work Completed	May 3, 1986
Project	Deschutes River (General Patch) Bridge
Highway	South Century Drive
County	Deschutes
Type of Work	Grading, Paving and Structure
Contractor	Douglas S. Coats, Inc.

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1st one of 6/6 lost in mail

7-8-86 - Surety letter written.

RECEIVED
JUL 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9773

jc STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION OF FEDERAL-AID PROJECT

CONSTRUCTED UNDER 23 U.S.C. 117

8-16-85
AUG 20 '85
#9773
By Fredrickson

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-B345(3)	**2. COUNTY** Deschutes	**3. STATE** Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construction of roadbed grading, aggregate base and asphalt pavement, installation of culvert pipe, construction of guard rail, asphalt walks, placement of seeding and mulching and of a bridge over the Deschutes River (General Patch Bridge) on Century Drive.

Work Completed 11-06-84

5. CONTRACTOR'S NAME Douglas S. Coats	**6. CONTRACT AMOUNT** $ 676,181.00

7. NOTICE OF COMPLETION: *The above listed project has been completed and is ready for final inspection.*

Bruce M. Walton for C. O. Fredrickson
SIGNATURE *(SHA OFFICIAL)*

Construction Engineer
TITLE

NOTED
W. E. SCHWARTZ

8. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY D. B. Carter, Area Engineer	**9. DATE OF INSPECTION** 7-26-85

10. IN COMPANY WITH J. Thackery, Proj Mgr; S. Macnab, Reg 4 Oper Engr, OSHD: D. Hoerning, Deschutes Co. Dir of Public Works; N. Krehbiel, Des. Co.

11. REMARKS

DESCHUTES RIVER (GENERAL PATCH) BRIDGE SECTION
CENTURY DRIVE - DESCHUTES COUNTY

The contract work is now complete and acceptance is recommended.

During this inspection it was noted that high water in the river and possible waves caused by boat usage on the river had caused erosion to the pedestrian path embankment which goes under the new structure. Some erosion was also noted at the bridge embankment corners at the east end of the bridge possibly caused by water running from the structure. As a result of this inspection, it was decided to place some riprap along the foot path embankment (if acceptable to Fish & Wildlife), and place some slope protection on the bridge fill. This work will be done as part of the project.

Some damage was noted to the barricade which blocks traffic from the old structure. In addition the warning sign associated with this road closure had been removed. The County will attend to these items.

12. SIGNATURE Original Signed by D. B. Carter Area Engr.	**13. TITLE** Area Engineer	**14. DATE** [illegible]

Form FHWA-1446C
(Rev. 2-[illegible])

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                         JUNE 1985          PAGE  423
                                                                                   FISCAL         GRAND TOTAL    ACTIVE YRS
     DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH       YEAR TO DATE       TO DATE       BEG   END
                              508   1063      940    00 P 1                                          708.79       81    82
                              508   1063      941    00 P 1                                            5.69       81    82
                              508   1063      944    00 P 1                                          814.90       81    82
                              508   1063      945    00 P 1                                          413.26       81    82
                              508   1063      946    00 P 1                                          158.49       81    81
                              508   1063      948    00 P 1                                          212.57       81    82
                                              TOT    P1                                          329,683.90
                                              TOT    N1                                              305.92
                                         ** JOB TOTALS **                  **                **  329,989.82  **

DESCHUTES R (GEN PATCH)BR    CONT NO 9773   FA PROJ NOS RS  B345003  51                                      STATE  49
                              509   1033      201    00 P 1                        216,275.05     335,689.45   84    85
                              509   1033      201    00 N 9                        328,253.92     344,320.42   84    85
                              509   1033      203    00 P 1                          4,725.00CR     4,725.00CR 84    84
                              509   1033      203    00 N 1                          1,350.00       1,350.00   85    85
                              509   1033      204    00 P 1                          1,645.24CR     5,100.00CR 84    85
                              509   1033      204    00 N 9                          1,580.71CR     4,900.00CR 84    85
                              509   1033      296    00 N 9        444.05CR        237,681.51CR   326,021.74CR 84    85
                              509   1033      298    00 N 9        444.05          237,681.51     326,021.74   84    85
                              509   1033      900    00 P 1         20.53CR         28,122.99      32,819.50   84    85
                              509   1033      900    00 N 1                             19.37          56.36   84    84
                              509   1033      900    00 N 9         19.12CR         26,843.15      31,046.40   84    85
                              509   1033      920    00 P 1                                             8.82   84    84
                              509   1033      920    00 N 9                                             8.47   84    84
                              509   1033      940    00 P 1                          2,687.34       4,586.81   84    85
                              509   1033      940    00 N 9                          2,581.96       4,406.94   84    85
                              509   1033      941    00 P 1          1.17CR            289.51         283.51   84    85
                              509   1033      941    00 N 9          1.12CR            278.16         278.16   84    85
                              509   1033      942    00 P 1          2.60CR            767.48       3,642.43   84    85
                              509   1033      942    00 N 1                             41.11          41.11   84    84
                              509   1033      942    00 N 9          2.51CR            776.81       3,539.02   84    85
                              509   1033      944    00 P 1           .11CR             25.63         238.99   84    85
                              509   1033      944    00 N 9           .10CR             24.63         229.63   84    85
                              509   1033      945    00 P 1         55.52              276.41         284.39   84    85
                              509   1033      945    00 N 9         53.34              265.58         273.26   84    85
                              509   1033      946    00 P 1          4.64CR          1,130.44       1,345.99   84    85
                              509   1033      946    00 N 9          4.46CR          1,086.11       1,293.20   84    85
                              509   1033      948    00 P 1                                           624.04   84    84
                              509   1033      950    00 P 1           .27CR             61.51         105.22   84    85
                              509   1033      950    00 N 9           .27CR             59.09         101.08   84    85
                              509   1033      985    00 P 1           .29CR             64.59          64.59   84    85
                              509   1033      985    00 N 9           .28CR             62.05          62.05   84    85
                                              TOT    P1           25.91          243,330.71     369,874.74
                                              TOT    N1                            1,410.48       1,447.47
                                              TOT    N9           25.48          358,650.75     380,658.63
                                         ** JOB TOTALS **         51.39   **     603,391.94  ** 751,980.84  **

PAULINA CREEK BRIDGE         CONT NO 9907   FA PROJ NOS BRS B683002 100                                       STATE
                              509   1039      201    00 P 1     37,317.96         49,065.96      49,065.96   85    85
```

+12 489.85

6-85

9773

9773

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Deschutes River (General Patch) Bridge	WEEK ENDING April 20, 1985
		SECTION PREFIX 509-1033
	HIGHWAY South Century Drive	COUNTY Deschutes
NAME OF JOB Deschutes River (General Patch) Bridge	KIND OF WORK Grading, Paving, and Structure	
CONTRACTOR Douglas S. Coats, Inc.	CONTRACT NUMBER 9773	FEDERAL AID PROJECT NUMBER RS-B345(3)
DATE OF CONTRACT April 9, 1984	DATE WORK STARTED April 10, 1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 210
PROJECT AUTHORIZATION $ 772,232.44	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 112
EXCLUSIVE OF ENGINEERING: $ 710,998.15	ENGINEERING AUTHORIZATION $ 61,234.29	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 710,998.15	ENGINEERING COST TO DATE $ 78,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 128 %	DATE PROJECT WAS COMPLETED: November 6, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.71	0.71			0.71
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12,949	14,500			2,900
TOTAL QUANTITIES CORRECTED TO DATE	12,949	14,500			2,900
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	13,900	14,500			2,850
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16519							
PERCENT	99							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Warm			
MONDAY 15	Showers			
TUESDAY 16	Cloudy			
WEDNESDAY 17	Cloudy			
THURSDAY 18	Cloudy			
FRIDAY 19	Cloudy			
SATURDAY 20				

CE E CAE .... RECEIVED LS...... TC......
COE.... OM.... SA......CC......
OE .... APR 23 1985 FE ...... CP ......
CA.............. FQC..............
CAM CONSTRUCTION OCS..............
EEO.............. SECTION FILE..............

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to Region.
One section of three tube rail has to be reinstalled. Contractor is waiting for the USFS signs so he can install them.

Last WEEKLY REPORT.

Const: 3
Region: 1
File: 1

SIGNED for Jerry Thackery LOCATION BEND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 5, 1985

In Reply Refer to
File No.: CON 5

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Re: Time Extension Request
Deschutes River (General Patch) Bridge
Contract No. 9773
FAP No. RS-B345(3)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

You requested an additional 25 calendar days of contract time due to delays resulting from the State's instructions to not complete the work on the intersections until the bridge concrete had properly cured. Our records indicate that the bridge work did not commence until approximately three months after award of the contract. This portion of your request is therefore denied.

A contract time adjustment of an additional 8 calendar days was requested due to a staking error. Our records indicate this delay to have been 6 calendar days. A contract time adjustment of an additional 6 calendar days is therefore granted.

The adjusted contract time of completion for this project is 186 calendar days. There remains 15 calendar days of liquidated damages under this contract.

Should you wish further review of this matter, please contact Project Manager Jerry Thackery. While not an issue on this contract at this time, your attention is directed to Sections 108.08 and 108.09 of the Standard Specifications which set forth the requirements for giving notice of delays as a prerequisite to obtaining a contract time adjustment.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Dale Allen w/att.
J. Thackery w/att.
FHWA w/att.
Bruce Walton - Note: This extension is "N-P".

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale D. Allen
Regiona Engineer

DATE: January 21, 1985

FROM: Tom [illegible] for Jerry Thackery
Project Manager

SUBJECT: Deschutes Rvier (General Patch) Bridge
Contract No. 9773

Find attached the Contractors Request for Increase of Workday to Complete Construction Contract with the following pertinent information:

Contract Time	180 Calendar Days
Date of Award	April 9, 1984
Date Work Started	April 10, 1984
Date of Second Notification	November 6, 1984
Calendar Days Used	201
Excess DAys Used	21
Date Contract time expired	October 16, 1984

The Sub Contractor, R. L. Coats was directed not to complete interchange until such time that the concrete cylinders indicated the required strength had been obtained on the deck of new structure. This was accomplished on October 16, 1984. The actual bridge construction did not commence until July 5, 1984, therefore this office recommends no time allowed.

A staking error at the beginning of the Project did cause the Contractor to cut the telephone line and some delay was encountered while the phone line was being repaired and to re-excavate to the required grade line. This office would recommend six days of time extension.

2-1-85
W. E. Schwartz

I concur with Region and Project Manager.
O. B. Jackson

Concur that because contractor did not start bridge work until July 5th waives his major reason for a time extension. Reccom 6 days be granted.

Dale D Allen
1-22-85

RECEIVED
JAN 24 1985
CONSTRUCTION
SECTION

CE.... CAE ....
COE.... OM....
OE ....
CA..............
CAM ....
EEO..............

LS......TC......
SA......CC......
FE......CP......
POC............
QCS............
FILE............

7773.   509-1916

ORIGINAL

6-28-84

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-B345(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 7/28/80 To: 2/28/84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$68,689.39	$68,221.39	.8815	$60,137.16	$60,137.16	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ 6/28/84

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY

______

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Deschutes River General Patch Bridge Section County Road in Deschutes County					
	Preliminary Engineering Type Code PE State	All Required			$67,281.46	
	Type Code Y070 Archeological Salvage	All Required			939.93	
	Total Participating Project Cost				$68,221.39	
	Non Participating Project Cost State	All Required			$ 468.00	
	Total Project Cost				$68,689.39	
	Prepared based on Participating cost as shown on the Federal Billing as of 5/31/84.					
	AMOUNT CARRIED FORWARD					

```
             508    1929      921       00 P 1                                                         869.98
             508    1929      922       00 P 1                                                          11.63
                              TOT          P1                                                        1,933.42
                         ** JOB TOTALS **                     **                 **                  1,933.42  **

DESCHUTES R(GEN PATCH)BR   CONT NO     * FA PROJ NOS RS  B345002 100                                                      STATE
~~           509    1910      296       00 N 9      1,240.03          18,700.77CR       62,337.16CR~~
~~           509    1910      297       00 N 9                         2,200.00          2,200.00~~
~~           509    1910      298       00 N 9      1,240.03CR        16,500.77         60,137.16~~
             509    1910      901       00 P 1                           782.25CR       11,983.84
~~           509    1910      901       00 N 1                           782.25~~
             509    1910      905       00 P 1                         4,892.44          5,381.15
             509    1910      906       00 P 1                           548.27            ~~566.37~~ — To 927
             509    1910      907       00 P 1                                             123.75
             509    1910      910       00 P 1                           270.00          1,249.87
             5C9    1910      911       00 P 1                            48.67            115.15
             509    1910      918       00 P 1                         1,377.95          5,390.17
             509    1910      920       00 P 1                                             132.02
             509    1910      921       00 P 1                         1,217.30          ~~1,487.80~~ — To929
             509    1910      922       00 P 1                            75.73             75.73
             509    1910      923       00 P 1                            60.13         27,019.01
             509    1910      926       00 P 1                         1,724.21          4,166.16
             509    1910      927       00 P 1                         6,052.43          ~~6,122.10~~  6678.47
             509    1910      932       00 P 1                            77.66             77.66
             509    1910      933       00 P 1                            84.09             84.09
             509    1910      937       00 P 1                           422.50            422.50


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                 JUNE 1984          PAGE  850

                                                                          FISCAL            GRAND TOTAL
      DESCRIPTION           PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE         TO DATE
                      509    1910      939       00 P 1                          939.93            939.93
                      509    1910      980       00 P 1                                          2,894.09
                      509    1910      980       00 N 1                                            468.00
                                       TOT          P1                        17,009.06         68,221.39
                                       TOT          N1                           782.25            468.00
                                  ** JOB TOTALS **                 **         17,791.31  **     68,689.39  **

US 97-FAIRWAY DRIVE         CONT NO        FA PROJ NOS RS  B349002 100                                       STATE
                      509    1927      296       00 N 9         81.87CR          101.38CR          101.38CR
                      509    1927      298       00 N 9         81.87            101.38            101.38
                      509    1927      918       00 P 1                              3.93              3.93
                      509    1927      920       00 P 1             .10CR          110.98            110.98
                                       TOT          P1              .10CR          114.91            114.91
                                  ** JOB TOTALS **                  .10CR**        114.91  **        114.91  **

SQUAW CK(CAMP POLK RD)BR    CONT NO        FA PROJ NOS BRS B355001 100                                       STATE
                      509    1928      296       00 N 9      3,549.60CR        8,083.84CR        8,083.84CR
```

801
BILLING NUMBER 04

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

08/02/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
501-1962	1	RRP -B511-001 APPR-139	1,800.00	1,170.20	1,170.20	90.00	1,053.18	1,053.18		
501-1971	1*	RS -B516-001 APPR-075	2,242.18	2,543.60	2,543.60	88.15	2,242.18	2,242.18		
501-1973	1	BRS -0177-001 APPR-000								
502-1952	1*	RS -A516-001 APPR-075	10,799.12	12,261.09	246.68	88.18	10,799.12	10,799.12		
502-1963	1*	PMS -000S-101 APPR-140	1,602.12	1,602.12	602.12	100.00	1,602.12	1,602.12		
502-1970	1	RRS -A512-001 APPR-138	1,800.00	87.60	87.60	90.00	78.84	78.84		
503-1901	1	BRS -A644-001 APPR-118	20,000.00	34,709.23	34,637.73	80.00	27,758.18	20,000.00	7,758.18 B	
503-1902	1	RRS -A595-001 APPR-138	1,800.00	510.76	510.76	90.00	459.68	459.63		
503-1904	1*	RS -A619-001 APPR-075	19,940.22	22,145.29	22,613.09	88.18	19,940.22	19,940.22		
503-1906	1	BRS -A616-003 APPR-118	33,800.00	42,794.01	42,615.69	80.00	34,092.55	32,503.38	292.55 B	1,296.62
503-1907	1	RRS -A605-001 APPR-138	1,800.00	615.06	615.06	90.00	553.55	553.55		
504-1948	1*	RS -A737-001 APPR-075	22,825.61	25,964.25	25,885.25	88.18	22,825.61	22,825.61		
505-1901	1*	BRS -A752-001 APPR-118	16,427.45	20,534.31	20,534.31	80.00	16,427.45	16,427.45		
505-1906	1	RS -A744-001 APPR-075	33,496.00	35,162.29	35,162.29	[illegible]15	30,995.56	30,995.56		
505-1907	1	BHS -A745-001 APPR-114	15,440.00	13,560.12	13,560.12	80.00	10,848.10	10,647.78		200.32
505-1934	1*	RS -A756-001 APPR-075	28,493.41	33,220.72	33,220.72	85.77	28,493.41	28,493.41		
505-1998	1*	BRS -A743-001 APPR-118	5,808.68	7,260.85	7,260.85	80.00	5,808.68	5,808.68		
506-1977	1	RS -A432-001 APPR-075	18,510.00	13,633.89	13,633.89	88.15	12,018.27	12,018.27		
506-1979	1*	RS -A426-001 APPR-075	13,513.97	15,488.67	15,330.65	88.15	13,513.97	13,513.97		
506-1984	1	HES -A431-001 APPR-141		288.48	288.48	90.00	259.63		259.63 A	
506-1986	1	BRS -A431-002 APPR-118	14,400.00	7.83	7.83	80.00	6.26	6.26		
508-1925	1*	RS -A301-001 APPR-075	42,169.29	49,602.33	49,165.55	85.77	42,169.29	42,169.29		
508-1929	1*	PMS -000S-104 APPR-140	1,933.42	1,933.42	1,933.42	100.00	1,933.42	1,933.42		
509-1910	1*	RS -B345-002 APPR-075	60,137.16	68,689.39	68,221.39	88.15	60,137.16	60,137.16		
509-1927	1	RS -B349-002 APPR-075	48,746.00	211.91	211.91	88.15	186.80	101.29		85.51
509-1929	1	BRS -B355-001 APPR-118	16,400.00	12,119.14	12,119.14	80.00	9,695.31	9,085.10		610.21

9773 372 N

STATE OF OREGON INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: June 12, 1984

Don

FROM: Donald L. Trout
Final Project Coordinator

SUBJECT: Division of State Lands Removal/Fill Permit #3871
OSHD No. 381 — not to be Renewed
Deschutes River (General Patch) Bridge Sec.
Century Drive Highway
Deschutes County

On or about June 5, 1984 Marge Aker, Division of State Lands, called to say the "working" dates on the above permit were in error - they were backwards. Fish & Wildlife had furnished the dates. She was attempting to work this out with Fish & Wildlife and was to call me back for further discussion. The next word received from Division of State Lands was a copy of a letter to our contractor, Douglas S. Coats, Inc. advising him of the new dates. Marge was advised that we had awarded a contract based on the dates given us and any change could result in a claim from the contractor.

This problem came to light when the contractor made application for permission to build a gravel dike into the stream for his equipment.

Considering the date the contract was awarded, the work days for the project, the fact the contractor is starting to work, it does not appear that the changing of the working dates will cause any problems.

Region 4 was sent a copy of the letter from the Division of State Lands to the contractor. I also discussed the matter with Bob Pool.

DLT:bn

cc: Dale Allen (w/atch.)
Region Engr.

9773

11

1859

VICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE
LAND BOARD

VICTOR ATIYEH
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

Versteeg
Anderson
Adams
Macnab
Edwards
Torpin
Trout
Wakeslig

RECEIVED
JUN 8 1984
ROAD DESIGN
SECTION

Do not file
Return to
Bring Up
Action

Dale Allen, Copy Reg 4 sent on

June 7, 1984

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

RE: Material Removal/Fill Permit No. 3871
Highway Job No. 381
Deschutes River - General Patch Bridge

Dear Mr. Coats:

This letter modifies the timing condition for the above referenced permit. We are amending your permit as follows:

> Condition 6.: There shall be no removal or filling in the permit area between October 15 and April 15.

This letter is a part of Removal/Fill Permit No. 3871 and should be attached to that permit. All other conditions of the permit shall remain in force.

Please contact us if you have any questions.

Sincerely,

Earle A. Johnson
Assistant Director
Environmental Permits Section

EAJ:ma

cc: Department of Agriculture, Soil and Water
Department of Environmental Quality
Department of Fish and Wildlife
Department of Transportation - Don Trout ✓
Water Resources Department
Deschutes County Planning Department

9773

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO
ATTN OF: M/S 443

MAY 18 1984

Colonel Robert L. Friedenwald
District Engineer
Corps of Engineers
P.O. Box 2946
Portland, Oregon 97208

RE: 071-OYA-4-003272, Oregon Department of Transportation,
General Permit for Fills in Navigable Waters:
Noti-Veneta, April 23, 1984,
Deschutes River (General Patch) Bridge, May 4, 1984

Dear Colonel Friedenwald:

We have reviewed the referenced public notices and would have no objection to construction of these projects provided the applicant complies with all state and federal resource agency requirements considered necessary to protect the aquatic resources.

Sincerely,

for Jerry Voerman
Ronald A. Lee, Chief
Water Resources Assessment Section

cc: USFWS-Portland
MMFS
ODFW
ODSL
ODOT

RECEIVED
STATE HWY ENGR
MAY 23 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
A						

NOTED
H.S. COULTER

9773

~~Deschutes~~ N

372

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: May 4, 1984

In Reply Refer to
File No.:

TO:
Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Frank E. Terpin

FROM:
Frank E. Terpin
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters

Section: Deschutes River (General Patch) Bridge
Highway: Century Drive
County: Deschutes

This letter, with the attached documents and drawing, serves as notice of proposed modification to the October 17, 1983 advance notice that was sent as required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

A copy of an application and drawings prepared by the contractor, Douglas S. Coats, Inc., are enclosed. These documents explain his proposed method of operation. Also enclosed is a copy of the October 17, 1983 original notice for your information.

The contractor has a very short time to complete this project and wants to start work in the water no later than the first of June, earlier if possible; therefore, a modification of existing permits appears to be the only solution.

Your immediate review of the proposal will be appreciated, and if additional information is needed or if there is problem, please contact Donald E. Keyes, telephone 378-6265, Salem.

FET:DEK:ge

cc w/att
D. E. Wilken
J. H. Versteeg
W. J. Hart
C. M. Gilmour
D. E. Keyes

RECEIVED
MAY 1984
ROAD DESIGN SECTION

Versteeg
Anderson
CY Adams
CY Macnab
Edwards
Terpin
Trout
Wakerlig

Do Not File
Return To
Bring Up / /
Action

Form 734-3122

9773

May 1, 1984

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

CON 5
#9773

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9773 for work on the Deschutes River (General Patch) Bridge Section of South Century Drive in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

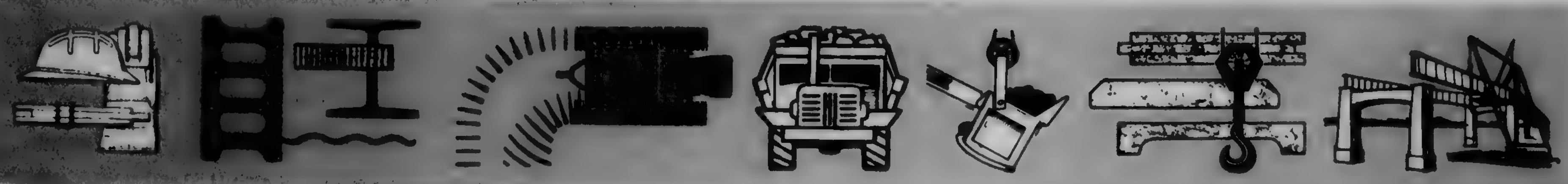
dc
Encl.

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Robert Church
Jan Peterson
Dale Allen
W. W. Robertson

BRIDGES **STREETS & ROADS** **STEEL STRUCTURES**



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

March 23, 1984

Office of Commission Services
Rm. 121 Transportation Bldg.
Salem, Oregon 97310

Gentlemen:

The D.B.E. for the Deschutes River (General Patch) Bridge will be J & J Fencing Inc. 694 N. 34th. Street Springfield, Oregon 97478. #9773.

Item	Description	Quanity	Unit Price	Total
#17	Guard Rail Type 2A	200 L.Ft.	12.50	2,500.00
18	Guard Rail Type 3	100 L.Ft.	30.00	3,000.00
19	Guard Rail Anchor Type 1	4 ea.	300.00	1,200.00
20	Rail End Piece Type C	4 ea.	100.00	400.00
24	Single Mailbox Support	2 ea.	150.00	300.00
36	Three Tube Steel Rail	475 L.Ft.	58.00	27,550.00
37	Pedestrian Handrail	245 L.Ft.	34.00	8,330.00
			TOTAL:	43,280.00

Sincerely,

Douglas S. Coats

Douglas S. Coats

RECEIVED
MAR 23 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9773

COPY OMB No. 04-R2089

F

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-226	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-23-84	State OREGON County DESCHUTES Project No. RS-B345(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Deschutes River (General Patch) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-29-84	0.042

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 391,804	FEDERAL FUNDS $ 345,275 345,375- sw

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator APR 29 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 19, 1984

FEDERAL AID PROJECT NO. RS-B345(3)

DESCHUTES RIVER (GENERAL PATCH) BRIDGE
CENTURY DRIVE HIGHWAY
DESCHUTES COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE, BRIDGE NO. 16519 (Sta. 31+16 to 33+36)

Mobilization	48%	All Required		$ 28,800.00
Temporary Protection and Direction of Traffic	48%	All Required		240.00
Temporary Signs	36	Sq. Ft.	7.00	252.00
Temporary Barricades	3	Each	50.00	150.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	144	Lin. Ft.	7.00	1,008.00
Flaggers	115	Hour	9.00	1,035.00
Shoring, Cribbing, Etc.		All Required		15,000.00
Structure Excavation	73	Cu. Yd.	7.00	511.00
Special Wall Backfill	25	Cu. Yd.	20.00	500.00
Furnish Pile Driving Equipment		All Required		10,000.00
Furnish 16-inch Prestressed Concrete Piling	1,088	Lin. Ft.	20.00	41,760.00
Drive Prestressed Concrete Piles	1,784	Lin. Ft.	1.00	1,784.00
Structural Concrete, Class 3300 (120 C.Y.)		All Required		24,000.00
Structural Concrete, Class 4500 (269 C.Y.)		All Required		72,630.00
75'/80' Type III Prestressed Beams	15	Each	5,100.00	76,500.00
Reinforcement (49,000 Lb.)		All Required		16,000.00
Coated Reinforcement (38,300 Lb.)		All Required		18,000.00
Three Tube Steel Railing	475	Lin. Ft.	58.00	27,550.00
Pedestrian Handrail	245	Lin. Ft.	34.00	8,330.00
				$344,050.00

ANTICIPATED ITEMS

Permanent Signing	51%	All Required	$ 1,020.00
Permanent Pavement Striping	6%	All Required	102.00
Temporary Pavement Striping	6%	All Required	30.00
			$ 1,152.00

SUBTOTAL	$345,202.00
Engineering	46,602.00
TOTAL	$391,804.00

Length of Structure ------------- 0.042 mi.

Federal Funds (88.15%) ---------- $345,375.00
State Funds --------------------- 23,214.00
County Funds -------------------- 23,215.00
TOTAL $391,804.00

Group 1: 51%; Group 9: 49%
Contract No. 9773
Prefix: 509-1910
Prefix: 509-1033

DESCHUTES RIVER (GENERAL PATCH) BRIDGE
ROADWAY SECTION TO BE BILLED TO FOREST SERVICE
FEDERAL-AID HIGHWAY NONPARTICIPATING

Mobilization	52%	All Required		$ 31,200.00
Temporary Protection and Direction of Traffic	52%	All Required		260.00
Temporary Signs	38	Sq. Ft.	7.00	266.00
Temporary Barricades	3	Each	50.00	150.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	156	Lin. Ft.	7.00	1,092.00
Flaggers	125	Hour	9.00	1,125.00
Clearing and Grubbing		All Required		35,000.00
Embankment in Place	12,949	Cu. Yd.	2.00	25,898.00
Trench Excavation	45	Cu. Yd.	10.00	450.00
Finishing Roadbed and Slopes		All Required		5,000.00
Watering	350	M-Gal.	10.00	3,500.00
Aggregate Base	14,500	Ton	8.70	126,150.00
Class "C" Asphalt Concrete	2,900	Ton	27.00	78,300.00
3/4"-0 Aggregate in Prime Coat	130	Cu. Yd.	20.00	2,600.00
MC-250 Asphalt in Prime Coat	25	Ton	250.00	6,250.00
18-inch Culvert Pipe	200	Lin. Ft.	10.00	2,000.00
Guard Rail, Type 2A	200	Lin. Ft.	12.50	2,500.00
Guard Rail, Type 3	100	Lin. Ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	4	Each	300.00	1,200.00
Rail End Pieces, Type C	4	Each	100.00	400.00
Extra for Asphalt Approaches	10	Each	200.00	2,000.00
Extra for Asphalt Walks	690	Sq. Yd.	1.00	690.00
Seeding, Fertilizing and Mulching	4	Acre	700.00	2,800.00
Single Mailbox Supports	2	Each	150.00	300.00
				$332,131.00

ANTICIPATED ITEMS

Permanent Signing	49% All Required	$ 980.00
Permanent Pavement Striping	94% All Required	1,598.00
Temporary Pavement Striping	94% All Required	470.00
		$ 3,048.00
	SUBTOTAL	$335,179.00
	Engineering	45,249.00
	TOTAL	$380,428.00

CL:pf

9713

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

LOC 3

TO: FILES

DATE: April 5, 1984

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 22, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened March 22, 1984 on the following projects:

1. Cascade Highway N @ Johnson Creek Boulevard
   Clackamas County
   Traffic Signals

   Pedestrian signals and sidewalk ramps will be installed for pedestrian/bicycle use.

2. Powers Junction-Shields Creek and
   Powers Junction-Warner Creek
   Coos Bay-Roseburg and Powers Highways
   Coos and Douglas Counties
   Paving

   Overlay. Eight-foot shoulders on Coos Bay-Roseburg Highway and four-foot shoulders on Powers Highway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Deschutes River (General Patch) Bridge
   South Century Drive, Deschutes County
   Grading, Paving and Structure

   Twelve-foot lanes with six-foot shoulders on structure and roadway. A six-foot bicycle path will also be constructed under the bridge connecting the park areas.

81-125-1367

4. Lava Butte-Fremont Highway Junction
The Dalles-California Highway-Old Shevlin Camp Road
The Dalles-California and Fremont Highways

Variable shoulders, four to eight feet, sufficient for bicycle use. The Dalles-California will be striped and signed with bike lane to S. Century Drive at M.P. 133.1.

5. Soams Curve
Florence-Eugene Highway, Lane County
Grading and Paving

Twelve-foot lanes with five-foot shoulders. Shoulders will be striped and stenciled for bike lanes.

6. "Q" Street-S. "A" Street
Springfield (2nd and 3rd Streets) Highway
Lane County
Paving
Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. Johnson Creek Bridge (Gresham)
Towle Avenue, Multnomah County
Structure

Five-foot sidewalks and four-foot shoulders on roadway and sturcture for bicycle and pedestrian use. Project has been designed to enable connection to a proposed future Johnson Creek Bikeway.

8. Project withdrawn.

9. NE Columbia Blvd-NE Sandy Blvd Park and Ride Lot
Est Portland Freeway, Multnomah County
Sidewalks and Bicycle Parking Facilities are Being Contructed.

10. Minam Grade
Wallows Lake Highway, Union County
Guardrail

Same as No. 6.

cc E. S. Hunter F. E. Terpin
D. G. Talbot George Bell
L. E. George

9773

March 26, 1984

PRO-ACC

Deschutes County
Board of Commissioners
Courthouse Annex
Bend, OR 97701

Attn: Mr. Charles Plummer
County Roadmaster

Gentlemen:

On March 22, 1984 the Highway Division received a satisfactory bid from Douglas S. Coats, Inc., P.O. Box 311, Bend, OR 97709, for the Deschutes River (General Patch) Bridge, Project RS-B345(2).

As indicated in the Agreement No. 7270 the County is required to deposit their share of the project cost as computed below:

	FEDERAL AID	FOREST SERVICE
Contractor's Bid	$676,181.00	
Contractor's Bid	$344,068.00	$332,113.00
Anticipated Items	1,152.00	3,048.00
SUBTOTAL	$345,220.00	$335,161.00
Contingencies (4 1/2%)	15,534.90	15,082.25
Engineering (9%)	31,069.80	30,164.49
TOTAL EST. COST	$391,824.70	$380,407.74
Less 88% Federal Funds	(344,806.00)	
Less State Share	(23,509.00)	
COUNTY SHARE CONST. COST	$ 23,509.30	
Rounded County Share	$ 23,500.00	

RECIEVED
4-9-84
MKS

Please submit your $23,500 deposit to the Oregon State Highway Division, Accounting Section, Room 434, Transportation Building, Salem, Oregon 97310. The deposit should arrive no later than April 13, 1984. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED
A. POTTER

Gary A. Potter, Manager
Program Section

Copy to
FOREST SERVICE

MKS:pf
Attachment
bcc w/AD #84-23: John Hagedorn, Region 4
Vern Skoog-Please return completed AD #84-23 when advance deposit is received.

9773 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B345(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00113

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO Potter
FOR
Info

Orig to 3/13

7. DATE AUTHORIZATION EFFECTIVE 2/29/84

8. FEDERAL ROUTE NUMBER Secondary B345

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Deschutes River (General Patch) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 2/27/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $450,000, Federal Funds $396,670 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 2/23/84 that provisions of FHPM 7-5-1 have been complied with.

14. DATE 2/29/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1713

Section *Deschutes River (General Patch) Bridge* Programming Estimate $

Highway *Century Drive* Project Length *0.71 miles*

County *Deschutes* Completion Time *120 Calendar days*

Kind of Work *Grading, Paving & Struct.* Est. Comp. Date *8/20/84*

Prefix *509-1910-921* Letting Date *March 22, 1984* Project No. *RS-B345 (3)*

Rec'd 2/24/84 @ 9:25 AM

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ $705,752^{00}$

Anticipated Additional Items:			
Royalty Payment.			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs		Forest Service	
Permanent Signing	2000^{00}	49%	
Permanent Pavement Striping.	1700^{00}	94%	
Temporary Pavement Striping.	500^{00}	94%	
Remove Pavement Striping (Exist. & Temp.)			
Temporary Erosion Control			
State Furnished ______			
Roadside Seeding & Mulching			$ 4200^{00}
Asphalt Cement Adjustment			
On the Job Trainees ($0.80 x ____ hrs.)			
State Responsibility for Damages			
Signal Controller Testing			
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
______			
______			
______			
______			
______			
Adjust Utilities:			
______			
______			

	Subtotal	$ $709,952^{00}$
Contingencies (4-1/2%)		$31,947^{84}$
Engineering (8, [✓ 9,] 10%)		$63,895^{68}$
	Subtotal	$
Credit for ______		
Estimated Net Authorization, Construction		$ $805,795^{52}$

APPROVED

______

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section Deschutes River (General Patch) Bridge	County Deschutes		Sheet 1 of 2
Kind of Work Grading, Paving & Structure	Length 0.71 Miles	Date 2-24-84	Name Vincent

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Mobilization		Lump Sum	All	—	50,000^{00}
2.	Temporary Protection and Direction of Traffic		Lump Sum	All	—	1500^{00}
3.	Temporary Signs		Sq. Ft.	74	6^{00}	444^{00}
4.	Temporary Barricades		Each	6	80^{00}	480^{00}
5.	Temporary Continuous Rail Traffic		—	—		
	Barriers, Reflectorized		Lin. Ft.	300	6^{00}	1800^{00}
6.	Flaggers		Hour	240	17^{00}	4080^{00}
	ROADWORK					
7.	Clearing and Grubbing		Lump Sum	All	—	5000^{00}
8.	Embankment in Place		Cu. Yd.	12,949	4^{00}	51,796^{00}
9.	Trench Excavation		Cu. Yd.	45	15^{00}	675^{00}
10.	Finishing Roadbed and Slopes		Lump Sum	All	—	5000^{00}
11.	Watering		M-Gal.	350	10^{00}	3500^{00}
12.	Aggregate Base		Ton	14,500	8^{50}	123,250^{00}
13.	Class "C" Asphalt Concrete		Ton	2900	34^{00}	98,600^{00}
14.	3/4"-0 Aggregate in Prime Coat		Cu. Yd.	130	12^{00}	1560^{00}
15.	MC-250 Asphalt in Prime Coat		Ton	25	250^{00}	6250^{00}
16.	18-inch Culvert Pipe		Lin. Ft.	200	20^{00}	4000^{00}
17.	Guard Rail, Type 2A		Lin. Ft.	200	15^{00}	3000^{00}
18.	Guard Rail, Type 3		Lin. Ft.	100	30^{00}	3000^{00}
19.	Guard Rail Anchors, Type 1		Each	4	350^{00}	1400^{00}

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section Deschutes River (General Patch) Bridge	County Deschutes	Sheet 2	of 2
Kind of Work Grading, Paving & Structures	Length 0.71 Miles	Date 2-24-84	Name Vincent

No.	Item	Code	Unit	Quant.	Unit Cost	Total
20.	Rail End Pieces, Type C		Each	4	85^{00}	340^{00}
21.	Extra for Asphalt Approaches		Each	10	150^{00}	1500^{00}
22.	Extra for Asphalt Walks		Sq. Yd.	690	5^{00}	3450^{00}
23.	Seeding, Fertilizing and Mulching		Acre	4	700^{00}	2800^{00}
24.	Single Mailbox Supports		Each	2	150^{00}	300^{00}
	STRUCTURE					
	Bridge No. 16519					
25.	Shoring, Cribbing, Etc.		Lump Sum	All	—	1000^{00}
26.	Structure Excavation		Cu. Yd.	73	12^{00}	876^{00}
27.	Special Wall Back Fill		Cu. Yd.	25	15^{00}	375^{00}
28.	Furnish Pile Driving Equipment		Lump Sum	All	—	$15,000^{00}$
29.	Furnish 16-inch Prestressed Concrete Piling		Lin. Ft.	2088	15^{00}	$31,320^{00}$
30.	Drive Prestressed Concrete Piles		Lin. Ft.	1784	1^{50}	2676^{00}
31.	Structural Concrete, Class 3300		Lump Sum	All	—	$25,800^{00}$
32.	Structural Concrete, Class 4500		Lump Sum	All	—	$75,300^{00}$
33.	75'/80' Type III Prestressed Beams		Each	15	6500^{00}	$97,500^{00}$
34.	Reinforcement		Lump Sum	All	—	$22,050^{00}$
35.	Coated Reinforcement		Lump Sum	All	—	$22,980^{00}$
36.	Three Tube Steel Railing		Lin. Ft.	475	55^{00}	$26,125^{00}$
37.	Pedesterian Handrail		Lin. Ft.	245	45^{00}	$11,025^{00}$

734-1736 (8-81)

9773

DEschutes Co/N
2/23/84

Deschutes River (General Patch) Bridge Sec.
Century Drive Hwy.
Deschutes Co.

Memo - To - Files

Discussed the small wetland impact area (700 sq.ft. to 1,450 sq.ft.) left of Sta. 19± with Eb Engelmann and Bob Bard of the environmental section. Their comments were that since it is the only impact area on the project and is of minimal area that no mitigative measures are necessary. Bob Bard also said that since the encroachment is only along the edge of the swampy area that the actual area of impact may not be in true wetlands.

I agreed to flag the area on the Cross-Sections so that the Project Manager may take any additional measures, such as steepening the slopes to 2:1, that he deems appropriate.

Senior Designer

7773 [illegible]

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	*Title Sheet*
2	*Typical Sections & Summary*
2A	*Pipe Data*
3,4	*Plan & Profile*

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9 1982
DONALD R. ADAMS

Temp. Prot. & Direct. of Traffic will be written in Specifications

STATE OF O

DEPARTMENT OF TR

STATE HIGHWAY

PLANS FOR PROPOSE

DESCHUTES RIVER (GENERAL

CENTURY DRIVE

DESCHUTES CO

APPROVED: February 17, 1984

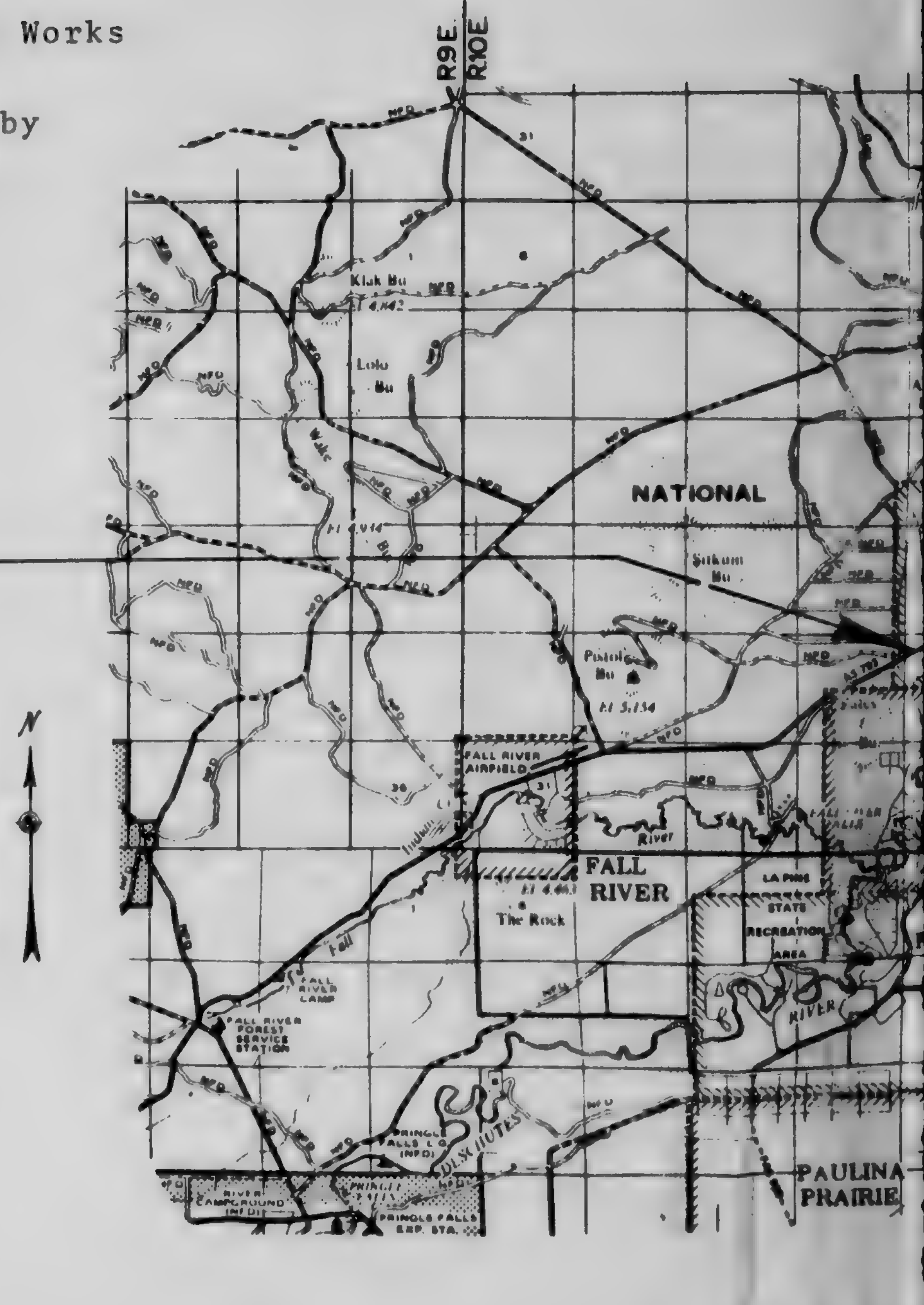
BY: Neil K. Hudson

Neil K. Hudson, Director of Public Works

NOTE: This is a designated approval by the Deschutes County Board of Commissioners.

END OF PROJECT
Sta. 47+50

PRELIMINARY COPY
SUBJECT TO CHANGE



R9E
R10E
N
NFD
Kiah Bu
Lolo Bu
NATIONAL
Sitkum Bu
Pistol Bu
FALL RIVER AIRFIELD
FALL RIVER
The Rock
Fall
River
FALL RIVER CAMP
FALL RIVER FOREST SERVICE STATION
LA PINE STATE RECREATION AREA
RIVER
DESCHUTES
PRINGLE FALLS
PRINGLE FALLS EXP. STA.
PAULINA PRAIRIE

Sketch Ma

Scale 0 1

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

FOR PROPOSED PROJECT

PRELIMINARY COPY
OCT 11 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

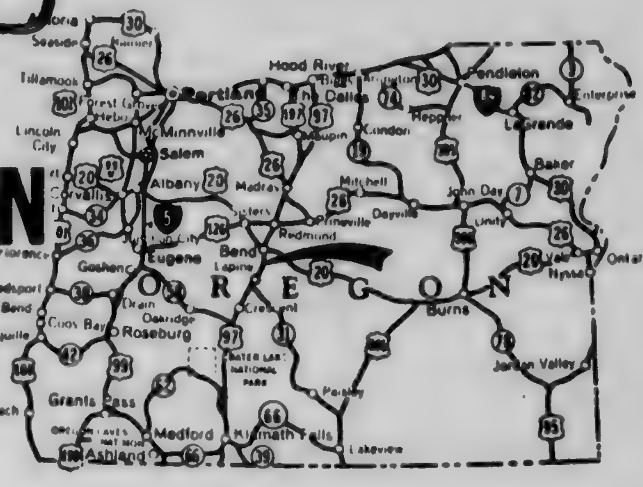
DESCHUTES RIVER (GENE. TCH) BRIDGE SECTION CENTURY DRIVE HIGHWAY DESCHUTES COUNTY					SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
10	OREGON				See Index

FAS-C

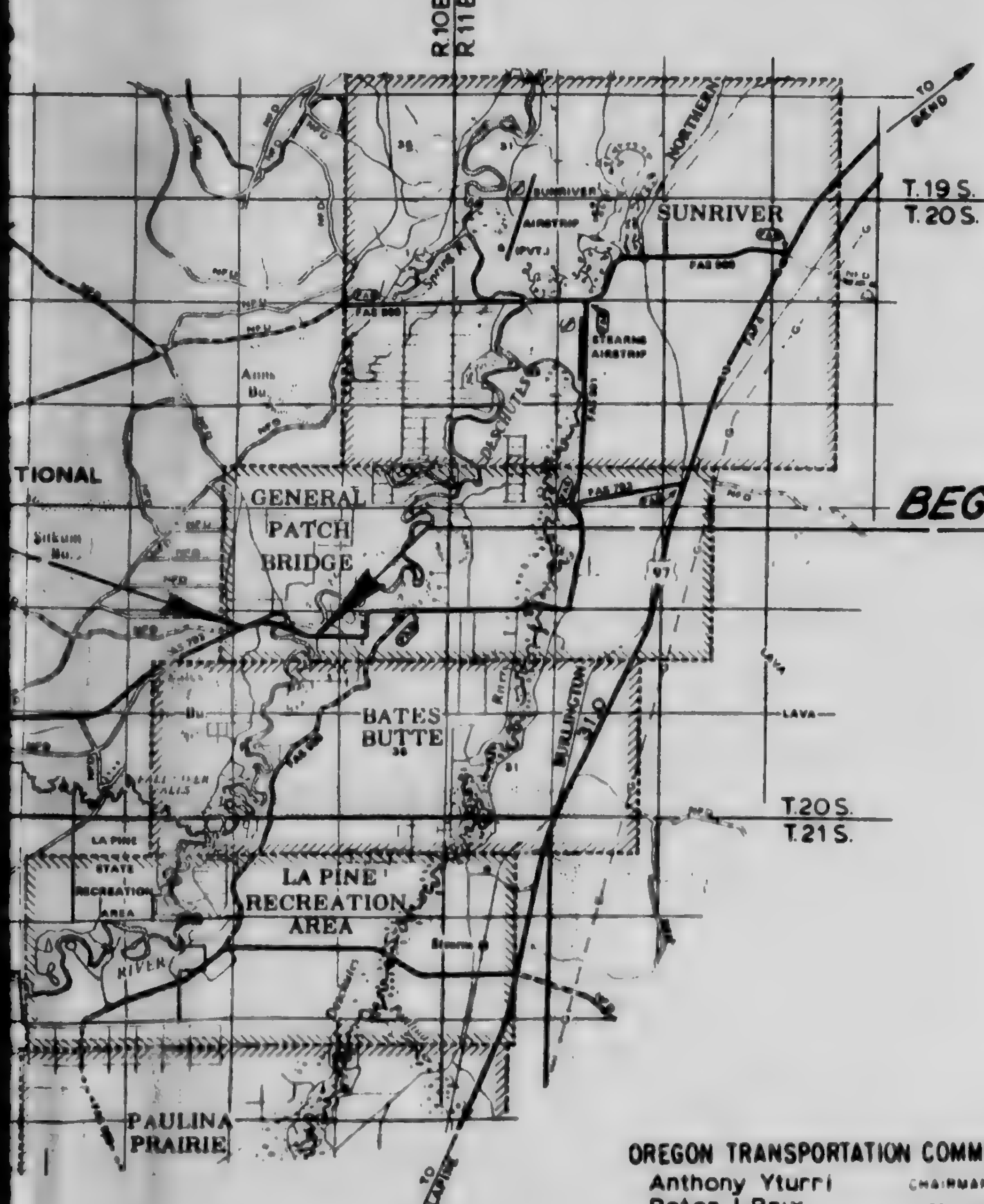
NERAL PATCH) BRIDGE SECTION

RY DRIVE HIGHWAY

ESCHUTES COUNTY



Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
Enterprise
La Grande
Baker
Salem
Albany
Corvallis
Eugene
Bend
Redmond
Prineville
John Day
Ontario
O R E G O N
Burns
Roseburg
Coos Bay
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Gold Beach



R10E
R11E
TO BEND
T.19 S.
T.20 S.
SUNRIVER
AIRSTRIP
STEARNS AIRSTRIP
FAS 900
DESCHUTES
GENERAL PATCH BRIDGE
TIONAL
BATES BUTTE
LAVA
BURLINGTON
T.20 S.
T.21 S.
LA PINE STATE RECREATION AREA
LA PINE RECREATION AREA
RIVER
PAULINA PRAIRIE
TO LAPINE

BEGINNING OF PROJECT
Sta. 10+00

Sketch Map
ale 0 1 2 Miles

H S COULTER

4652
MAY 13, 1960
EDGAR S HUNTER

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N. B Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

9773

c

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 13, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Data Submission
Item No. 00113
Project No. RS-B345(3)
Deschutes River (General Patch) Bridge Section
County Road
Deschutes County

Attached data consists of PR-1 form with project map.

It is the Oregon State Highway Division's present intention to receive bids for this project on March 22, 1984.

A copy of State Clearinghouse A-95 review conclusions was previously forwarded.

DRH:pf
Attachments

cc: D. D. Allen, Region 4
Mike Shultz, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

2-13-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 15 mi. S.W. of Bend	ADT	PRESENT 390	FUTURE - - -	YEAR - -	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Structure	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLAMP.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER B345	SEQ. NO. (3)

CARD	CLASS OF FEDERAL FUNDS Rural Secondary		COUNTY NAME Deschutes	CODE 017			
	NAME OF URBAN AREA 17-31 - - - -	ROUTE NO. S	FEDERAL-AID B345	STATE Co. Rd.	U.S. - - -		

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CH PR (P
1	(14-15)	(16	41	42	43 46	50		(54) (58)	(60) (66)	(67) (76)			
5					PE								
5					ROW								
5					CONST (CODE) X080	09	"Deschutes River (General Patch) Bridge Section"	0.045	450,000	396,670	26,665	26,665	

CARD 1	CODE 1	PREPARED BY DRH:pf	PROJECT TOTALS	0.045	450,000	396,670	26,665	26,665
1	14	PROGRAM APPROVAL DATES					REMARKS	

Additional Data: Item No. 00113; Pr
No. RS-B345(2).

-OV

USCOMM D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

N NO.

O. 2-13-84

PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 15 mi. S.W. of Bend	ADT	PRESENT 390	FUTURE - - -	YEAR - -	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075
							ITEM NO. 00113	

PROPOSED WORK (35 typewriter ructure	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER B345	SEQ. NO. (3)	I. Projects Only POST MI.	DESIG.

RAL FUNDS Rural Secondary

N AREA - - - -

COUNTY NAME Deschutes — CODE 017

ROUTE NO. S — FEDERAL-AID B345 — STATE Co. Rd. — U.S. - - -

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X080	09	"Deschutes River (General Patch) Bridge Section"	0.045	450,000	396,670	26,665	26,665	
PREPARED BY DRH:pf			PROJECT TOTALS	0.045	450,000	396,670	26,665	26,665	

OGRAM APPROVAL DATES

REMARKS

Additional Data: Item No. 00113; Project No. RS-B345(2).

-OVER-

USCOMM DUSCOMM-DC 48908-P61

DESCHUTES RIVER (GENERAL PATCH) BRIDGE SECTION

Remarks Continued:

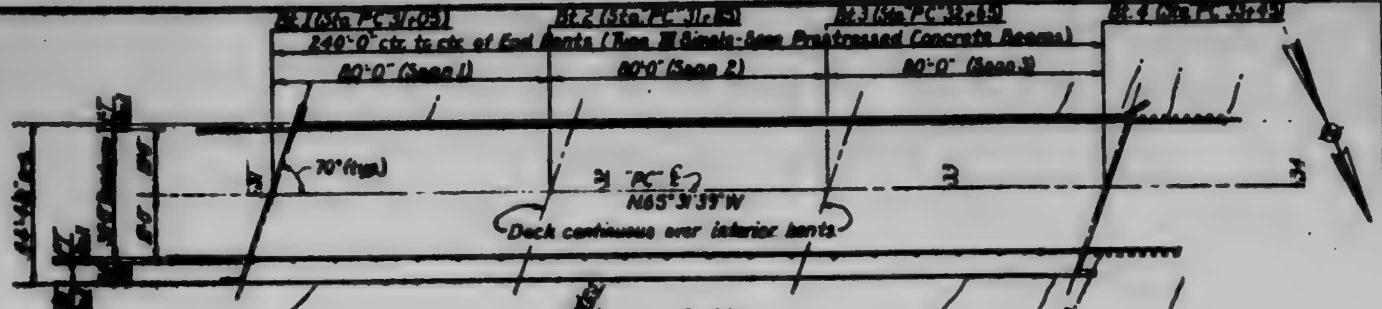
PROJECT DATA: Work under this project consists of 1) construct one 240-foot prestressed concrete slab span bridge no. 16519 providing 36-foot roadway with 5-foot bike/pedestrian walking on northside of bridge; 2) utility adjustments as required; and 3) incidentals common to this type of project.

MAINTENANCE AND ACCOMMODATION OF UTILITIES: A State-County Agreement No. 7270 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed 12-10-80.

NOTE: 1) This project is in Congressional District No. 2.

2) Included in 6 YR HIP approved by OTC 1-18-84 on page 113.

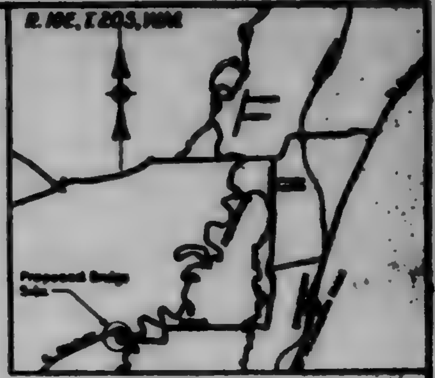
3) Contract to include roadway as nonparticipating.


Bt.1 (Sta."PC"31+05)
Bt.2 (Sta."PC"31+85)
Bt.3 (Sta."PC"32+65)
Bt.4 (Sta."PC"33+45)
240'-0" ctr. to ctr. of End Bents (Type III Single-Span Prestressed Concrete Beams)
80'-0" (Span 1)
80'-0" (Span 2)
80'-0" (Span 3)
70° (typ.)
31 "PC" ℄
N65°31'33"W
32
33
Deck continuous over interior bents
44'-4½"

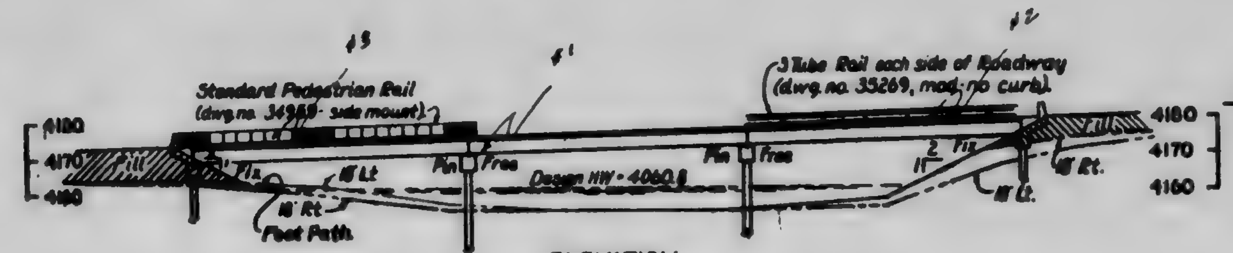
PLAN
Scale: 1"=20'-0"

* HYDRAULIC DATA		
	Design Flood	Max. Flood (Est.)
Discharge	2500cfs	4300 cfs
High Water Elevation	4060.0Ft.	4062.9Ft.
Frequency	*	*

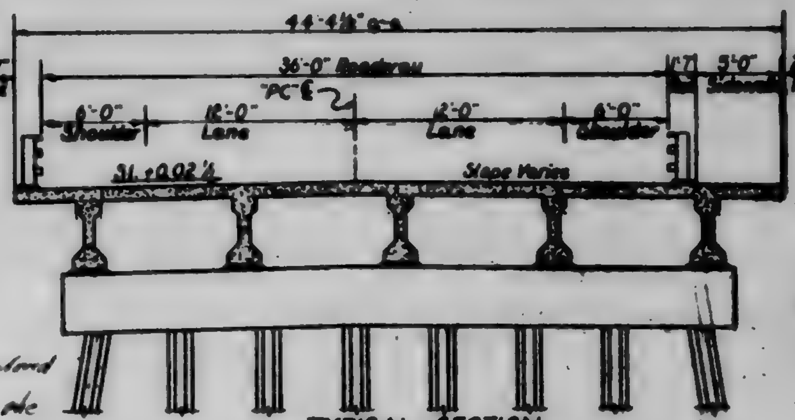
* Regulated flood


R.10E, T.20S, W.M.
F
Proposed Bridge Site

VICINITY MAP


#3
#1
#2
Standard Pedestrian Rail
(dwg.no. 34988 - side mount)
3 Tube Rail each side of Roadway
(dwg.no. 35269, mod.-no curb)
4180
4170
4160
Fill
Fix
Pin
Free
Design HW - 4060.0
16' Lt.
16' Rt.
Foot Path
11'
2
Fix
16' Rt.
16' Lt.

ELEVATION
Scale: 1"=20'-0"


44'-4½" o-o
1'-7" Rail
36'-0" Roadway
1'-7"
5'-0" Sidewalk
2'-9½" Rail
"PC" ℄
6'-0" Shoulder
12'-0" Lane
12'-0" Lane
6'-0" Shoulder
31 ± 0.02'/'
Slope Varies

TYPICAL SECTION
Scale: ¼"=1'-0"

Changes proposed by Deschutes County and US/FS

1. Concrete Should be earthen Colored
2. The Bridge railing Should be the same color as the Concrete.
3. Standard Pedestrian Rail painted a Color That would blend well with the rest of the Structure. (Page 2 of plans Show wooden rail.)
4. Guard rail Should be Corten Steel.
5. Existing structure (Downstream) to remain in place.

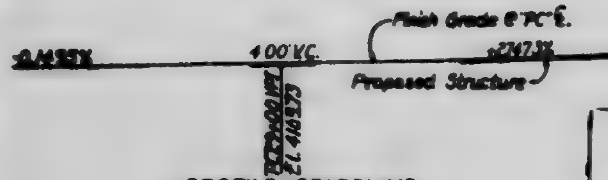
APPROVED AS NOTED: 10/26/83 Date
Deschutes County Board of Commissioners

CHAIRMAN Albert A Young

Commissioner

Commissioner

ATTEST: Annette Pearson
Recording Secretary


0.4455%
400' V.C.
Finish Grade @ "PC" ℄
Proposed Structure
El. 4169.73

PROFILE GRADELINE
No Scale

RECEIVED
NOV - 1 1983
BRIDGE SECTION

Notes:
HS 20 Design Live Load.
~~Existing Structure (downstream) to be removed.~~

APPROVED P.E.	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
BRIDGE ENGINEER P.E.	DESCHUTES RIVER (GENERAL PATCH) BRIDGE CENTURY DRIVE (FAS 1345) DESCHUTES COUNTY
ASST STATE HIGHWAY ENGINEER	Preliminary Plan and Elevation
DESIGNED A.H. Webb DRAWN I. Hernandez CHECKED REVIEWED APPROVED DWG. DATE 1983	DATE Sept. 1983 — SHEET 1 of 1 BRIDGE NO. 16519 — DRAWING NO. 38719

10-26-83

9773

1773

STATE OF OREG

INTE OFFICE MEMO

TO: D. D. Allen
Region IV Engineer

ATTN:
John R. Hagedorn

DATE: September 15, 1983

DES 23
16519

ORIGINAL SIGNED
J.M. TINDALL

FROM: John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT: Deschutes River (General Patch) Bridge
Deschutes River (General Patch) Bridge Section
S. Century Drive (FAS B345)
Deschutes County
BR 16519

Attached are four reduced prints of Drawings 38719 and 38347 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$342,000 ✓	
Structure	375,000 ✓	
Engineering & Contingencies	143,000 ✓	
TOTAL	$860,000	760,900

Please use these prints to obtain the approval of Deschutes County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on March 22, 1984.

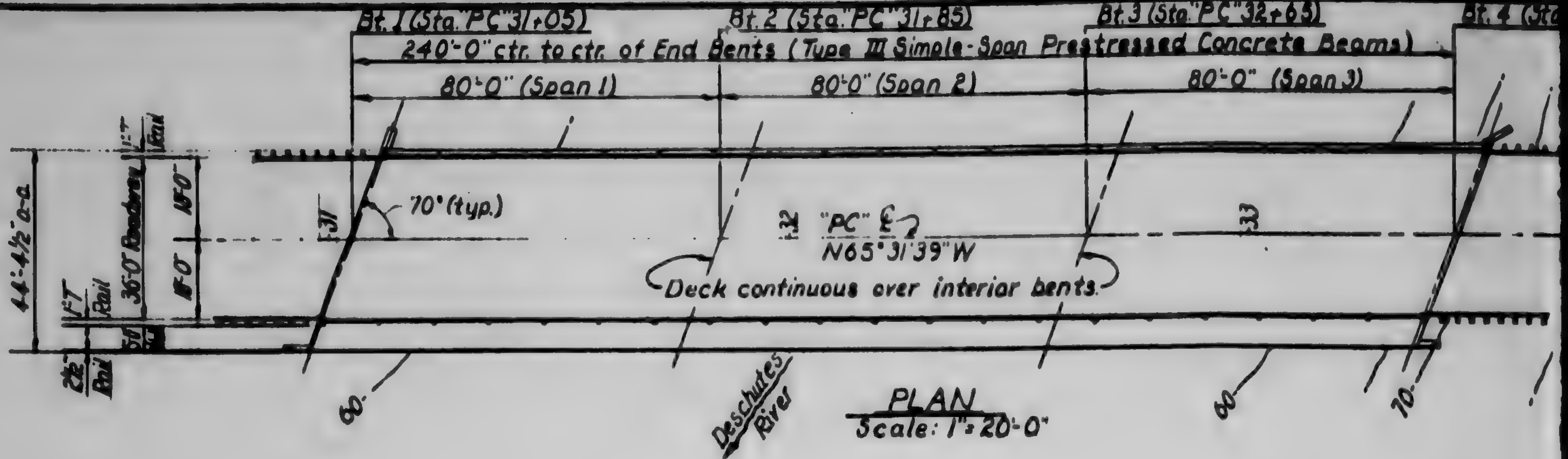
JMT:jrb

Attachments

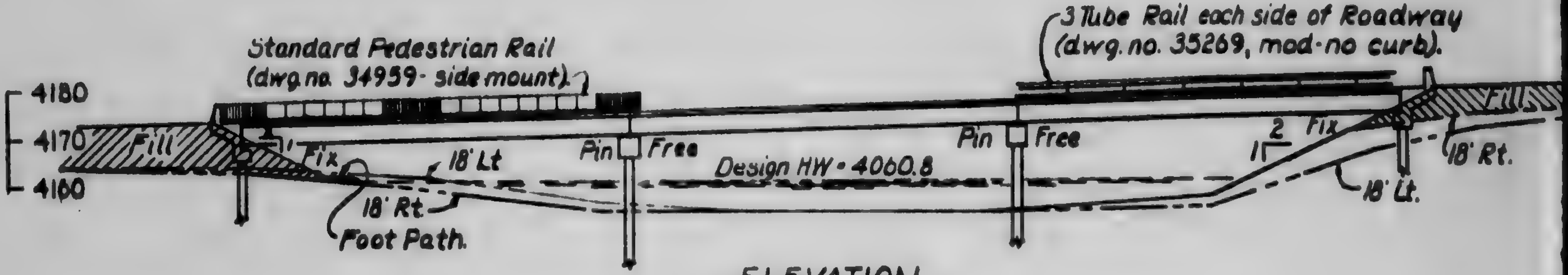
cc: H. A. Schell /w/ 1 set
Engineering /w/ 1 set
Project Management /w/ 1 set
Environment (M. Banks) /w/ 1 set

✓ file & Fed Aid

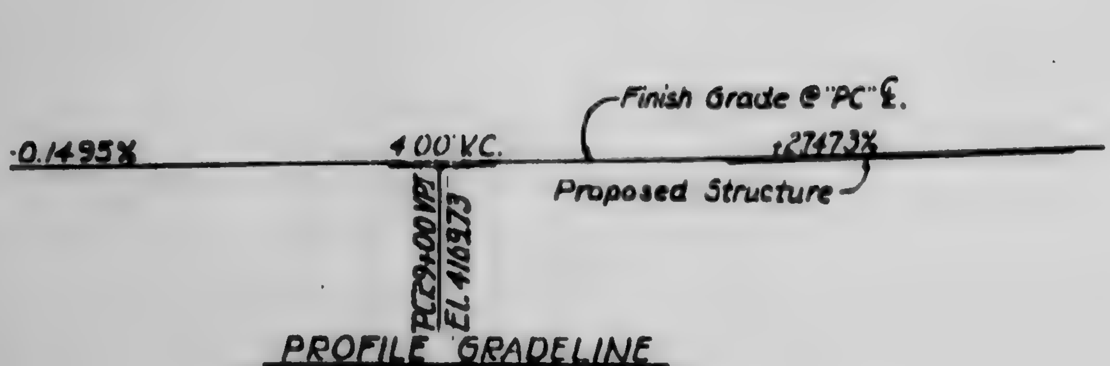
91.123.1307


Bt. 1 (Sta."PC"31+05)
Bt. 2 (Sta."PC"31+85)
Bt. 3 (Sta."PC"32+65)
Bt. 4 (Sta
240'-0" ctr. to ctr. of End Bents (Type III Simple-Span Prestressed Concrete Beams)
80'-0" (Span 1)
80'-0" (Span 2)
80'-0" (Span 3)
44'-4½" o-o
1'-7" Rail
36'-0" Roadway
18'-0"
18'-0"
2'½" Rail
70° (typ.)
31
32
33
"PC" ℄
N65°31'39"W
Deck continuous over interior bents.
60
60
70
Deschutes River

PLAN
Scale: 1"=20'-0"

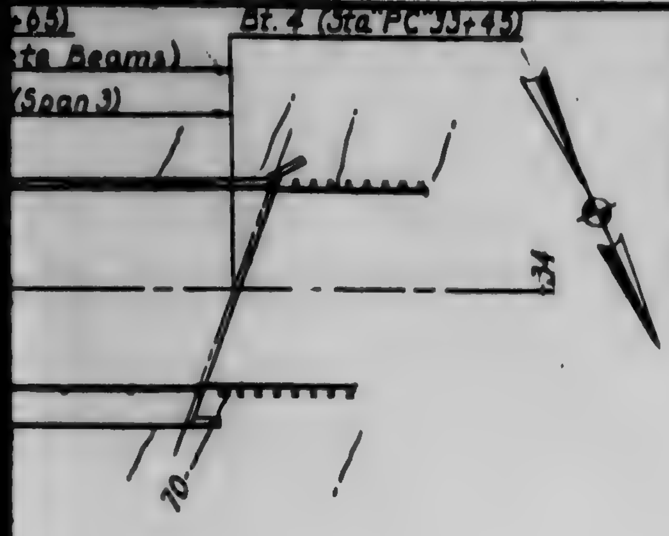

4180
4170
4160
Standard Pedestrian Rail (dwg.no. 34959 - side mount)
3 Tube Rail each side of Roadway (dwg. no. 35269, mod-no curb).
Fill
Fill
Fix
Fix
18' Lt
18' Rt.
Foot Path
Pin
Free
Pin
Free
Design HW - 4060.8
1
2
18' Rt.
18' Lt.

ELEVATION
Scale: 1"=20'-0"


Finish Grade @ "PC" ℄.
-0.1495%
400' V.C.
+2.7473%
Proposed Structure
P.C. 29+00 V.P.I.
EL 4169.73

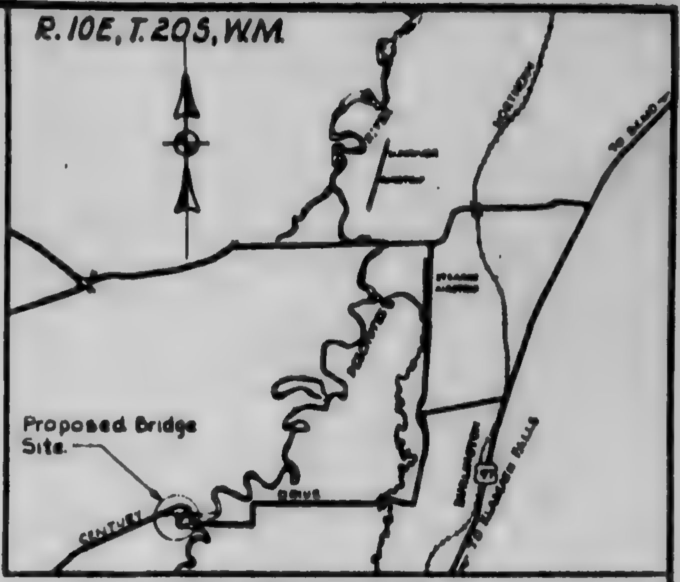
PROFILE GRADELINE
No Scale

Notes:
H S 20 Design Live Load.
Existing Structure (downstream)

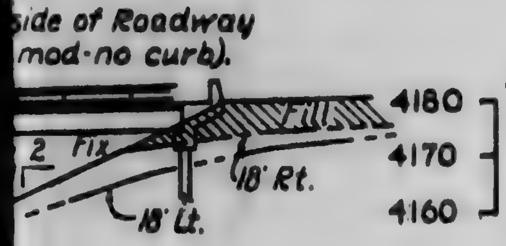

+65)
te Beams)
(Span 3)
Bt. 4 (Sta "PC" 33+45)
34
70

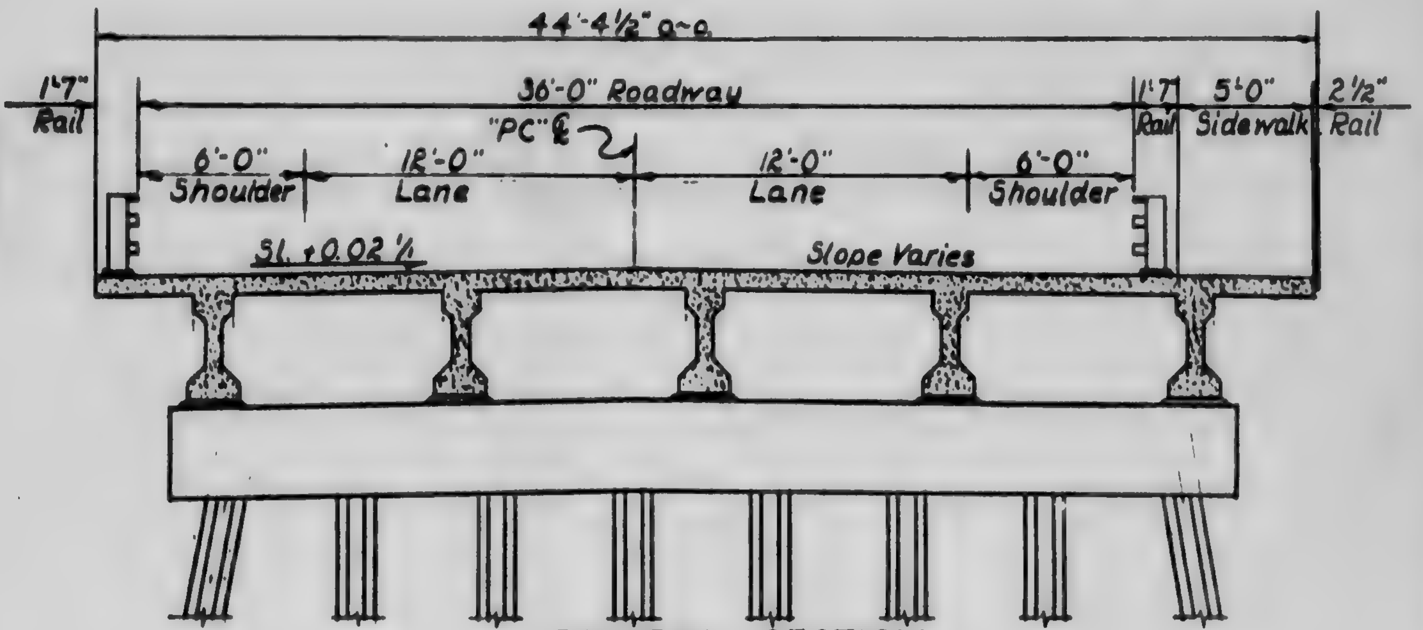
* HYDRAULIC DATA		
	Design Flood	Max. Flood (Est.)
Discharge	2500cfs	4300 cfs
High Water Elevation	4060.8 Ft.	4062.9 Ft.
Frequency	*	*

* Regulated flood


R. 10E, T. 20S, W.M.
Proposed Bridge Site.
CENTURY
DRIVE
97

VICINITY MAP


side of Roadway
mod-no curb).
Fill
2
1
Fix
18' Rt.
18' Lt.
4180
4170
4160


44'-4½" o-o.
1'-7" Rail
36'-0" Roadway
1'-7" Rail
5'-0" Sidewalk
2½" Rail
"PC" ℄
6'-0" Shoulder
12'-0" Lane
12'-0" Lane
6'-0" Shoulder
Sl. +0.02 ¹/₁
Slope Varies

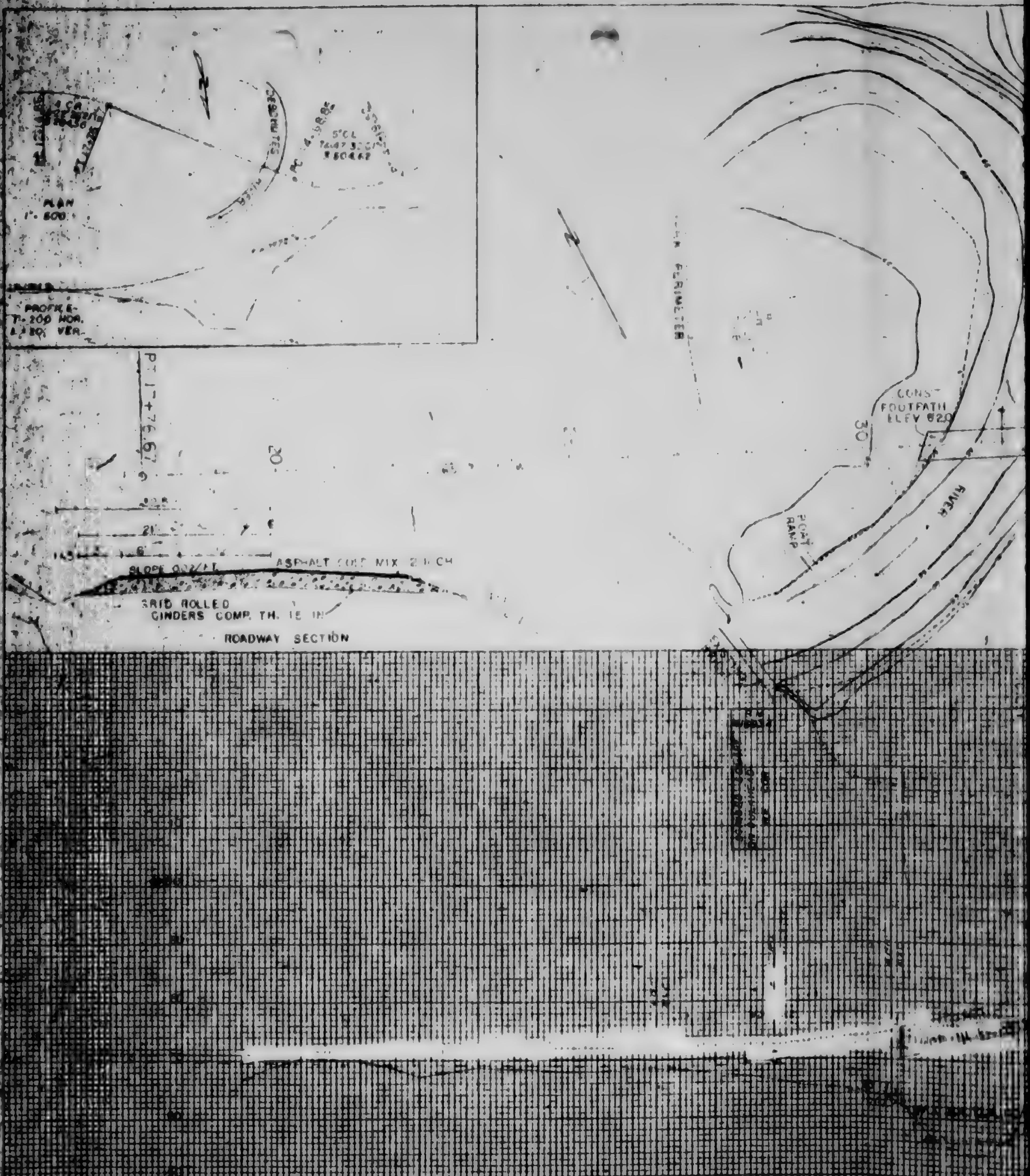
TYPICAL SECTION

Scale: ¼" = 1'-0"

sign Live Load.

tructure (downstream) to be removed.

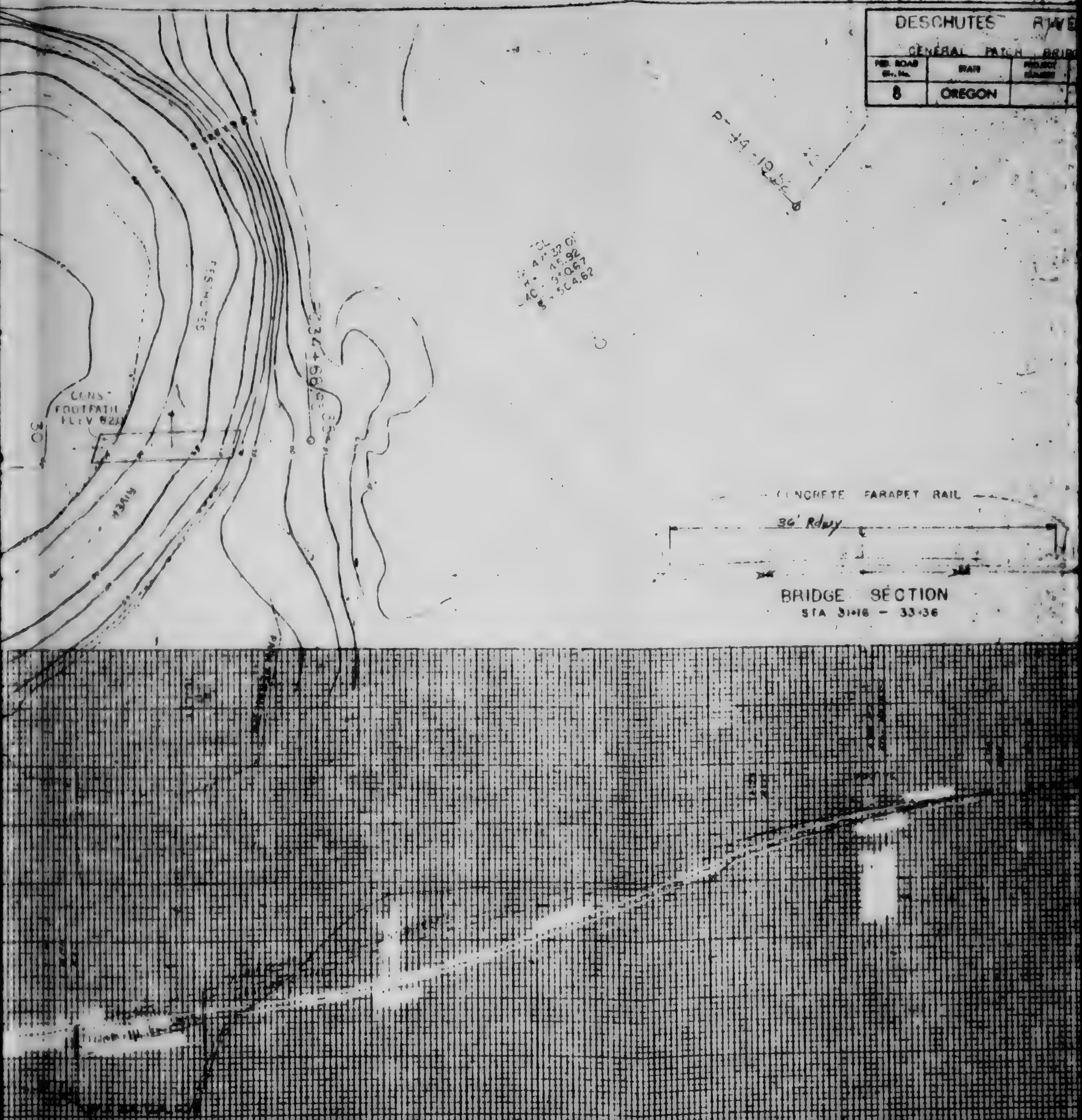
APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
BRIDGE ENGINEER P.E.	DESCHUTES RIVER (GENERAL PATCH) BRIDGE CENTURY DRIVE (FAS 793) DESCHUTES COUNTY
ASST. STATE HIGHWAY ENGINEER	Preliminary Plan and Elevation
DESIGNED A.P. Rabb DRAWN I. Hernandez CHECKED REVIEWED REVIEWED CALC. BOOK 1967	ACCOMPANIED BY DWGS.
DATE / REVISION	DATE Sept. 1983 BRIDGE NO. 16519
	SHEET 1 OF 1 DRAWING NO. 38719


PLAN
1" = 600'
5°CL
PROFILE
1" = 200' HOR.
1" = 20' VER.
PT 17+76.67
20
AIR PERIMETER
30
CONST FOOTPATH
ELEV 620
RIVER
BOAT RAMP
SLOPE 0.02/FT.
ASPHALT COLD MIX 2 INCH
GRID ROLLED
CINDERS COMP. TH. 15 IN
ROADWAY SECTION
20
25
30

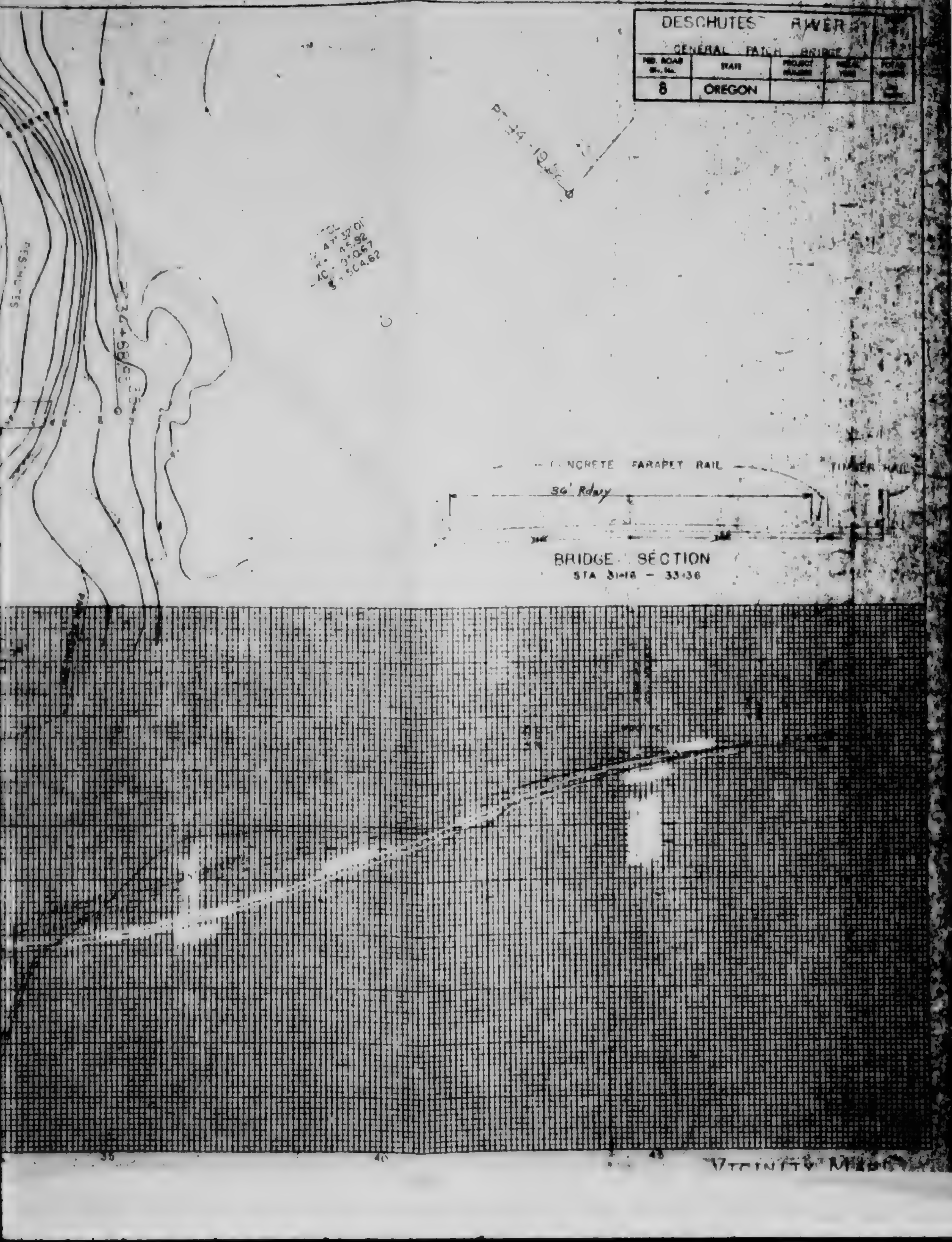
DESCHUTES RIVE

GENERAL PATCH BRID

FED. ROAD DIV. No.	STATE	PROJECT NUMBER
8	OREGON	



P- 44+19.52
Δ 47°32' 0"
T- 45.92
D- 3°0.67
S- 564.62
34+66
CONST FOOTPATH ELEV 821
30
CONCRETE PARAPET RAIL
36' Rdwy
BRIDGE SECTION
STA 31+16 - 33+36
30
35
40
45


PI 34+19.5?
PC 34+68.6?
Δ 47°32'01"
R 45.92
Δ 3°06.7
S 5C4.62
CONCRETE PARAPET RAIL
TIMBER RAIL
36' Rdwy
35
40
45
Vicinity Map

BRIDGE SECTION
STA 31+18 – 33+36

DESCHUTES RIVER
GENERAL PATCH BRIDGE

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	[illegible]	[illegible]
8	OREGON			[illegible]

9773

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Deschutes River (General Patch) Bridge
Highway: S. Century Drive, FAS B345
County: Deschutes
Prefix: 505-1910
Project Manager: W. W. Robertson

Date August 10, 1983
Ten Year Traffic Coefficient 7.0
18 kip EAL's per day 32
R Value 16 (Resilient Soil)
Frost Penetration 30"±
CBE Total Requirement 21.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
3.0"	A.C. Wearing Surface	6.0"
---	Prime Coat	---
15.0"	Aggregate Base (1.0"-0)	15.0"
18.0"		21.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

No alternate surfacing designs have been considered. Section shown preferred by County.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Region Federal Aide Specialist
Program Control Engineer

Project [illegible] S/

Loc Prog

9773

8-3-83

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

LEGAL COUNSEL

Highway # 509
Deschutes Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-8345(2) Prefix 509-1910

Project Name Deschutes River (General Patch) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ___ PROJECT UNIT ___
AUG 8 1983
MAN. ASSIST. ___ PROGRAM UNIT ___
REFER TO ___
FOR ___

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon, this 3rd day of Aug, 1983
County of Deschutes

County Judge/Chairman

Commissioner

Commissioner

Certified By:
Harold Brauner
Regional Right-of-Way Supervisor
Date 8/4/83

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

9173

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: August 1, 1983

Ernie Crom

FROM: Ernie Crom
Hydraulic Specialist

SUBJECT: Deschutes River (General Patch) Bridge
Fall River Road (FAS B345)
Deschutes County

The proposed project will replace an existing 146-foot long, four-span, timber structure. The new structure will be on a new alignment approximately 500 feet upstream from the existing structure.

HYDROLOGY

The Deschutes River is a south-north tributary of the Columbia River and drains an area of approximately 588 square miles above the proposed bridge site. The upper 483 square miles of this drainage area are regulated by Crane Prairie Reservoir (completed in 1922) and Wickiup Reservoir (completed in 1949).

Forty-one years of stream gage data are available from gage 14-0565 located 2,000 feet downstream from Wickiup Dam (drainage area 483 square miles). Since the flow is regulated, a log-Pearson Type III statistical analysis of the gage data is not considered applicable in this case. The peak discharge recorded since Wickiup Reservoir has been in operation is 2,280 cfs. This peak occurred on July 31, 1962 and also on July 30, 1956. The average yearly peak discharge since 1949 has been 1,990 cfs. According to the Water and Power Resources Service, the maximum expected release rate from Wickiup Reservoir is 4,000 cfs. This is considered to be the worst probable flood and would be a very rare event.

Forty years of stream gage data are available from gage 14-0575 located just downstream form the spillway at state fish hatchery on Fall River. Since 90±% of the flow at the bridge site is regulated by Wickuip Dam (483 square miles), a log-Pearson Type III statistical analysis of the gage data is not considered applicable for the unregulated Fall River drainage area (70 square miles). It is estimated that an additional 220 cfs and 300 cfs was provided at the bridge site from Fall River during the previously mentioned peak discharge (2,280 cfs) and worst probable (4,000 cfs) floods from Wickiup Dam. The following tabulation combines the unregulated discharges with the regulated discharges at the bridge site.

Versteeg
Anderson
Adams
Macnab
Stoudamayer
Turpin
Trout
Wakerlig

RECEIVED
AUG 02 1983
ROAD DESIGN
SECTION

Do Not File
Return to
Bring Up
Action

81-125-1387

Contains Recycled Materials

	Fall River Drainage Area (70 sq. miles)	Wickiup Reservoir Drainage Area (483 sq. miles)	Peak Discharge At Bridge Site
Peak Discharge	220 cfs (estimated)	2280 cfs (recorded)	2500 cfs
Worst Probable	300 cfs (estimated)	4000 cfs (estimated)	4300 cfs

Inspection of the gaging records indicates that the highest flows occur from April through October during the irrigation season with the lowest flows occurring from November through March. The peak flow usually occurs sometime between mid-July and mid-August. The peak recorded discharge from November through March has been 854 cfs.

HYDRAULIC DESIGN

The largest release of 2,500 cfs was chosen for design. The estimated high-water elevation at the existing bridge is 4062.0 feet. The estimated high-water elevation with a discharge of 4,300 cfs is 4062.2 feet.

The proposed structure should provide a normal waterway opening of 980 square feet below the design highwater elevation of 4060.8. The average velocity through the structure would be 2.6 fps.

The following tabulation compares the proposed structure to the existing for the peak discharge and the worst probably peak discharge.

	PEAK DISCHARGE		WORST PROBABLE PEAK DISCHARGE	
	Existing Bridge	Proposed Bridge	Existing Bridge	Proposed Bridge
Design Discharge	2,500 cfs	2,500 cfs	4,300 cfs	4,300 cfs
Highwater (Includes Backwater)	4,062.0	4,060.8	4,065.2	4,062.9
Normal Area Below Design Highwater	800 sq ft*	980 sq ft*	1,145 sq ft*	1,385 sq ft*
Average Velocity	3.14 fps	2.60 fps	3.76 fps	3.11 fps
Backwater	0.1	0.0	0.2	0.0

* Does not include projected area of piers.

RIPRAP

It is suggested that the embankment slopes subject to the design highwater be protected with a 12-inch blanket of class 50 loose riprap. A filter blanket will not be required.

EC:ge
Attachment

cc w/att Frank Terpin
Walt Hart
Jack Davis
Don Adams ✓
Ed Hardt
Herb Schell, FHWA

HYDRAULIC DATA

Existing Bridge		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR (N.A.)
Discharge	cfs	2500	N.A.		4300
	m^3/s				
Frequency — yrs.		N.A.	100		N.A.
H.W. Elevation Natural Channel	ft.	4062.0			4065.2
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	3.14			3.76
	mps				
Headwater Elevation	ft.				
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Deschutes River (General Patch) Bridge
Fall River Road (FAS B345)
Deschutes county

COMPILED BY:	DATE:
Ernie Crom	July 29,1983

7723 N

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Deschutes County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Deschutes River (General Patch) Bridge

REGION: 4

FAS B345

SURVEY AUTHORITY

AUTHORIZATION NO.: 3
PREFIX: 509-1910
DATE: 7-20-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 15,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		3,200	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		200	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		29,000	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE	--		926 FOUNDATION		3,000	980 PUBLIC HEARING		3,500
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		22,000			
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 86,200
PREVIOUS AUTHORIZATION		$ 64,400
ADD. AUTH. REQUIRED		$ 21,800

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: RS-B345(2)

LOCATION ENGINEER'S REMARKS

1 Verstecz ✓
Anderson
2 Adair
Haenab
3 Stoutenberger
Teal
4 Prout
Wakerlig

Lyle

RECEIVED
AUG 01 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

[illegible]

PREPARED BY J.E. Maness	DATE 7-20-83	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS for X Vessey	DATE 7-26-83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES X E. Blunt	DATE 7-25-83
RECOMMENDED, LOCATION ENGINEER X Frank E. Popkin	DATE 7/25/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-28-80 7-11-83	

734-1014 (7-80)

7/1—

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-11-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B345(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 00113

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-11-83

8. FEDERAL ROUTE NUMBER Secondary B345

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
DESCHUTES RIVER (GENERAL PATCH) BRIDGE

11. GENERAL DESCRIPTION OF WORK
PROGRAM CHANGE

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's June 28, 1983 letter, I approve the revised Preliminary Engineering Costs to a TEC of $86,200 - Federal Funds $67,169.

(Increase TEC $21,800 - Federal Funds $19,216.)

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
7/15

14. DATE 7-11-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9773

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17
509-1910

TO: D. E. Swan
Program Control Engineer

DATE: June 24, 1983

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Deschutes River (General Patch) Bridge
FAS B345
Deschutes County

The preliminary engineering costs to develop the subject project exceed the present authorization. To assist you in requesting supplemental federal funding, we offer the following comments:

Functions 918 (Location), 923 (Environmental Section), and 980 (Public Hearing Charges) required additional funds to satisfy the unsuspected high level of interest shown by local people.

The preliminary engineering costs ($86,200) are 15% of estimated construction costs.

An estimate of costs by preliminary engineering activities is attached.

FET:RTN:ge
Attachment

cc w/att D. D. Allen

PROGRAM SECTION
MANAGER ___ PROJECT UNIT ___
JUN 27 1983
MAIL ASSIST. ________ PROGRAM UNIT ________
REFER TO ____________________
FOR ____________________

81-125-1307

FAS B 345(2)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA			REVISED AUTHORIZATION REQUESTED		
901	Project Manager	$	15	000	$	15	000
902	Citizens Involvement						
903	Local Government						
904	Consultants Fees						
905	Final Design		5	000		3	000
906	Bridge Design		22	000 -to 927			0
907	Preliminary Design						200
909	R/W Descriptions						
910	Region Geology			800		1	000
911	Traffic Section						200
912	Landscape Department						
913	R/W - Liaison						
914	Region Utility Liaison			300			0
915	Audit Services						
916	Photogrammetry						
918	Location		1	000		3	200
920	Program Management			50			300
921	Specifications		1	200		3	000
922	Adm Services (Engineering)			50			150
923	Environmental Section		15	000		29	000
924	DOT-Planning						
925	Air Monitoring						
926	Structural Foundations		4	000		3	000
927	Bridge Design for Counties					22	000
932	R/W Utility Engineer						200
933	Surfacing Engineer						500
934	Chief Geologist						
935	Soils Engineer						500
936	Region Traffic						
937	Hydraulics					1	500
938	Region Environmental						
949	Urban Studies Unit						
950	Training Courses						
955	Employee Reloc. Assistance						
960	Personal Leave						
961	Administrative Leave						
980	Public Hearing Charges					3	500
985	EEO Monitoring Expense						
		$	64	400	$	86	200

1/3 Fed Br.

- 23,000 Fed Br & Spec

SECTION: DESCHUTES RIVER (GENERAL PATCH) BRIDGE

HIGHWAY: FAS B345

COUNTY: DESCHUTES

PREFIX: 509 - 1910

5/22/6

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

ENVIRONMENTAL SECTION
May 20, 1983

cc: E. S. Hunter
G. A. Potter
J. H. Versteeg
F. E. Terpin
W. J. Hart
Jim Gix
Larry Asburry
Gerald Parker
Dale Wilken

CONCLUSIONS

APPLICANT: Ore. Dept. of Transportation

PROJECT TITLE: Deschutes River (Gen. Patch) Bridge

DATE: May 17, 1983 RS-B345(2) DESCHUTES CO.

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

  ☐ may exist.

  ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

  ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

RECEIVED
TECHNICAL SERVICES
MAY 23 '83
REFER TO
FOR

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 830421-054-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS STATE REVIEW

Project #: OR 330421-054-2 Return Date: MAY 13 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

APR

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

a D.S.L. permit will be required for construction of Alt. 2.

Agency Lands

By

Phone Number 8-3805

PNRS #2

r11

M13

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-9-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B345(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00113

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/9/83

8. FEDERAL ROUTE NUMBER Secondary B345

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Deschutes River (General Patch) Bridge Section

11. GENERAL DESCRIPTION OF WORK
PS&E preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required you are now authorized to proceed with the work as shown above. A 4f determination approved 4/1/83 and FONSI issued 4/9/83.

RECEIVED
STATE HWY ENGR
APR 18 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
4/18

14. DATE 4/9/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

DESCHUTES RIVER (GENERAL PATCH) BRIDGE

SOUTH CENTURY DRIVE (FAS B345)

DESCHUTES COUNTY, OREGON

ENVIRONMENTAL ASSESSMENT /FINAL SECTION 4(f) EVALUATION

REVISED DECEMBER, 1982

FEDERAL HIGHWAY ADMINISTRATION
AND
OREGON DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
for
OREGON PROJECT RS-B345(2)
GENERAL PATCH BRIDGE
South Century Drive
Deschutes County

The FHWA has determined that this project will not have a significant impact on the human environment. This finding is based on the attached environmental assessment and 4(f) evaluation which has been independently reviewed by the FHWA and found to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. A 4(f) determination has been made that there are no other feasible and prudent alternatives to the proposal. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

4-9-83
Date

Ernest J. Valach

Ernest J. Valach
Program Development Engineer
Oregon Division - Salem, Oregon

4(f) Determination
General Patch Bridge
Deschutes River Bridge
South Century Drive
Oregon Project FAS B345

The Oregon Department of Transportation, Deschutes County and the U. S. Forest Service propose to replace the existing single lane timber structure. The new concrete structure will have two 12-foot travel lanes with six-foot shoulders located approximately 500 feet upstream from the existing crossing. The proposal will involve approximately 4400 feet of approach road which will transverse Big River Campground and picnic area. However, the intrusion will not eliminate any camp or picnic sites, but will separate the day use boat launching area from the overnight campground. Due to high pedestrian activity in this area, the existing bridge will be retained to serve as a foot bridge. There will be paths connecting the existing bridge to the campground, picnic area and boat launching ramp without using the new roadway or bridge.

Based on the data presented in the project's environmental assessment and 4(f) evaluation, I have determined that there are no other feasible and prudent alternatives to the proposal. Necessary steps are proposed to minimize harm.

April 1, 1983
Date

Irvin C. Lloyd
Irvin C. Lloyd
Environmental Programs Manager
Federal Highway Administration
Region 10

REVISED ENVIRONMENTAL ASSESSMENT/
FINAL SECTION 4(f) EVALUATION

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BIG RIVER CAMPGROUND, U.S.F.S.
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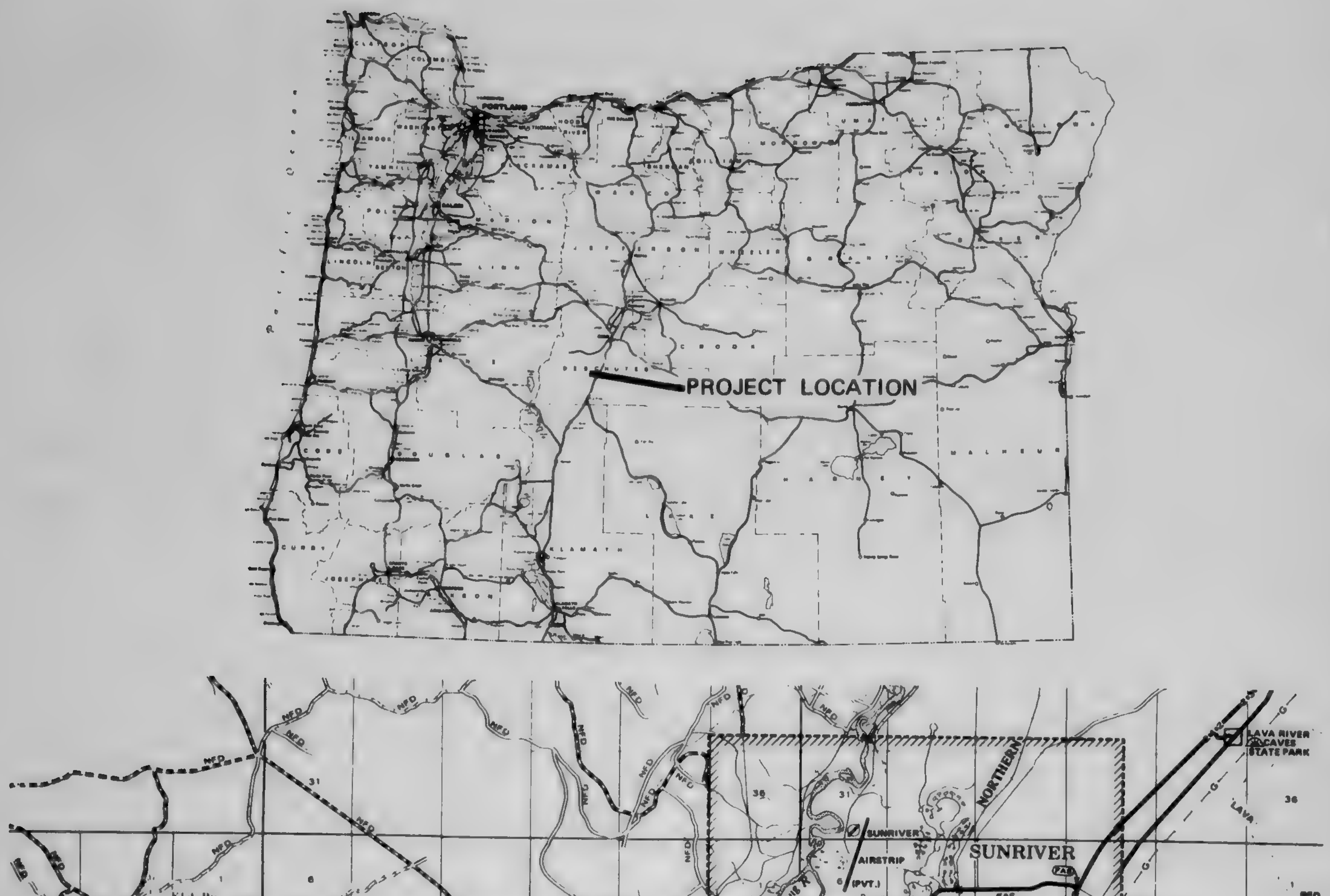
DESCRIPTION OF THE PROPOSED ACTION

The proposed project is a bridge replacement of the General Patch Bridge on South Century Drive over the Deschutes River in Deschutes County, Oregon (see Figure 1). The proposed new structure would be approximately 41 feet wide with two travel lanes, shoulders, and a 5-foot pedestrian sidewalk.

Along with the structure, 4,400 feet of new approach roadway are proposed, for the selected alternative. The proposed alternative would leave the existing structure in place, which would be retained for pedestrian-bicycle use in conjunction with Big River Campground. The new roadway sections would consist of two 12-foot travel lanes with 6-foot shoulders.

South Century Drive is a Deschutes County Road on the Federal-Aid Secondary system. In addition, much of the roadway passes through the Deschutes National Forest. Consequently, funding for this project would be split up among the Federal Highway Administration, the Forest Service, Deschutes County and the Oregon State Highway Division. The FHWA, Deschutes County and OSHD would pay for the structure, and the Forest Service would pay for the grading and paving of the approaches. Overall, the largest share of the funds would come from the FHWA.

FIGURE 1
PROJECT LOCATION


PORTLAND
PROJECT LOCATION
LAVA RIVER CAVES STATE PARK
SUNRIVER
SUNRIVER AIRSTRIP (PVT.)
STEARNS AIRSTRIP
NORTHERN
NATIONAL
Klak Bu. El 4,842
Lolo Bu.
Anns Bu.
Sitkum Bu.
Pistol Bu. El 5,154
GENERAL PATCH BRIDGE
PROJECT SITE
Sugar Pine Bu. El 5,402
LAVA
BATES BUTTE
Bates Bu.
BURLINGTON
97
FALL RIVER AIRFIELD
FALL RIVER FALLS
FALL RIVER
El 4,463
The Rock
LA PINE STATE RECREATION AREA
LA PINE RECREATION AREA
RIVER
Stearns
FALL RIVER CAMP
FALL RIVER FOREST SERVICE STATION
PRINGLE
NFD
FAS

NEED

The existing bridge is a one-lane, three-segmental, wooden structure, which was rebuilt by the Forest Service in 1960-61. The bridge now poses a safety and capacity restriction on South Century Drive. The single-lane, arched deck, and "S-curve" approaches compromise safety, and an 8-ton load limit restricts heavy trucks. Bridge piers, footings, and decking show many signs of deterioration and would require substantial additional maintenance for vehicular loads in the future; or the existing load limit upon the structure would have to be further reduced.*

Table 1 summarizes traffic on the General Patch Bridge, now and as projected into the future. These data represent average figures. In this location, traffic fluctuates widely, given the marked seasonal weather patterns, the predominance of recreation travel, variations in logging sales and activity, and the relative remoteness of this location from major centers of population. A three day weekend in the summer can generate ten times the number of vehicles as a comparable period of time in the winter.

Aside from the safety and speed concerns on the existing structure and its approaches, the key present restriction is the condition of the bridge and the resulting weight limit on heavy trucks. The 12-ton weight limit placed on the bridge in 1974 eliminated loaded log trucks, the local fire truck and some miscellaneous commercial vehicles from using the bridge. These trucks have had to make circuitous, out-of-direction trips to reach their destinations. Now the current 8-ton weight limit eliminates loaded school buses. Any futher reduction could likely threaten larger, loaded recreation vehicles, which reach 6 tons in weight. Additional discussion of load limits and truck restrictions, as well as the condition of the existing bridge, is found in Appendix B.

---

*The 12-ton load limit, which has been in effect since 1974, was reduced to 8 tons by Deschutes County in June, 1982.

TABLE 1

1980 Traffic and Year 2000 Projections for General Patch Bridge

		No-Build		Build	
		1980	2000	1980	2000
Average Day	# of vehicles	320	950	350	1000
	# of trucks	48	95	88*	150*
	Speed	20	20	**	**
Peak Hour	# of vehicles	40	115	40	115
	# of trucks	5	9	9	16
	Speed	20	18	**	**
Peak Truck Hour	# of vehicles	35	100	35	100
	# of trucks	6	11	11	20
	Speed	20	19	**	**

---

*The current 8-ton weight limit on the bridge prohibits heavy truck use.

**Speeds for the Build Alternative depend upon the alternative and the design selected; a 55 mph design speed is being studied.

ALTERNATIVES

Alternatives Considered

Four alternatives were considered (see Figure 2):

Alternative 1 would build a new structure on new alignment 600 to 700 feet downstream from the existing bridge. This alignment would be 3,800 feet long and is estimated to cost $1,117,000, of which $874,000 would be for the structure. This alternative would require one parcel of private land and a potential mobile home displacement for right-of-way; remaining right-of-way would come from the Deschutes National Forest.

Alternative 2 (Selected Alternative) would build a new structure on new alignment 500 to 600 feet upstream of the existing bridge. This alternative would be 4,400 feet long and is estimated to cost $920,000, of which $622,000 would be for the structure. No privately owned right-of-way would be required but the alignment would pass between Big River Campground and the boat launch area.

Alternative 3 would build a new structure on new alignment 2,500 to 2,600 feet upstream. This alignment would be 6,000 feet long and has an estimated cost of $1,002,000 of which $678,000 would be for the structure. No privately owned right-of-way would be required.

Alternative 4 is No-Build; it would maintain the status quo. Only normal maintenance would be undertaken. However, such maintenance would have to be accelerated to keep the present level of bridge service.

****

Selected Alternative

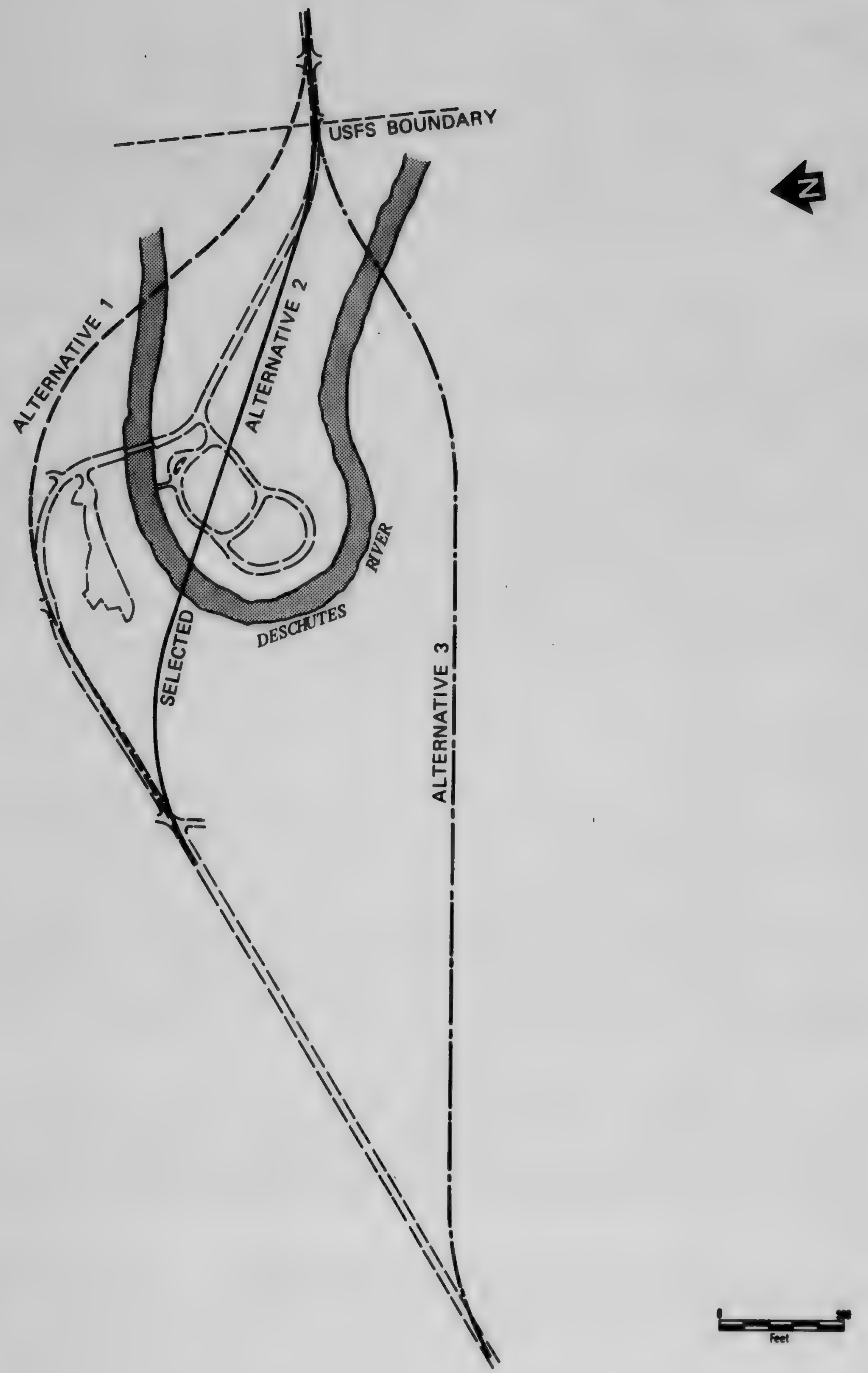
The Deschutes County Commissioners at their June 29, 1982 meeting made the decision to recommend construction of the General Patch Bridge along the Alternative 2 alignment. The Deschutes National Forest concurs in the Commissioner's recommendation.

Reasons for the Selection of a Build Alternative. A build alternative was selected because it would meet the goals of the project, which are felt to be imperative. A build alternative would replace the existing bridge, which is deficient with respect to: 1) the present 8-ton weight restriction, 2) the single lane width, 3) reversing curves on the approaches, 4) an "arched" three-span deck, and 5) deterioration of existing bridge members.

Additional benefits gained from selecting a build alternative include: a) serving projected traffic needs well beyond the year 2000, b) reduced response time for local fire protection vehicles to points west of the river, c) increasing the safety of children transported to school, d) restoring functional use of South Century Drive to all types of vehicles, e) reducing future energy consumption, and f) reducing future maintenance costs.

Reasons for the Selection of Alternative 2. The matrix below summarizes the differences among the build alternatives. Alternative 2 was

FIGURE 2
PROPOSED BUILD ALTERNATIVES


USFS BOUNDARY
N
ALTERNATIVE 1
ALTERNATIVE 2
SELECTED
DESCHUTES RIVER
ALTERNATIVE 3
0
Feet

selected by Deschutes County for several reasons. It is the least expensive alternative, especially with regard to the actual structure which will be paid for by the county's share of federal-aid money as well as by matching funds from the county and state. The Forest Service will pay for the grading and paving of the new approaches. Alternative 2 also requires less right-of-way and wetlands impacts, avoids private property, confines impacts more to the immediate corridor of the existing structure, and it requires less out of direction travel for local and recreation site traffic, and reduces the total distance for through traffic compared to Alternative 1--thereby saving time and energy.

The Forest Service also favors Alternative 2. The Forest Service has incorporated Alternative 2 into their Site (Development) Plan for the Big River Campground. They feel it would benefit recreation by separating the camping area from the boat launch area. The Forest Service also feels that Alternative 2 is preferable from a transportation standpoint. The Forest Service explains that improved traffic flow over better alignment would be achieved with minimal impact upon the wildlife of the area, no adverse affect upon private land access and scenic views, and no loss in physical recreation improvements.

COMPARATIVE IMPACT MATRIX

FACTOR	ALTERNATIVE 1	ALTERNATIVE 2 (selected)	ALTERNATIVE 3
Estimated Cost (1981)			
Total	$1,117,000	$ 920,000	$1,002,000
Structure	$ 874,000	$ 622,000	$ 678,000
Grading & Paving	$ 243,000	$ 298,000	$ 324,000
Total Project Length	3,800 feet	4,400 feet	6,000 feet
Structure Length	310 feet	220 feet	240 feet
Right-of-way (est.)	15 acres	14 acres	21 acres
Private Land	one parcel	none	none
Residential Displacement	one mobile home	none	none
Wetlands Displacement	0.6 acres	0.15 acres	0.8 acres
Distance between Old & New Structures	600-700 feet	500-600 feet	2,500-2,600 feet
Section 4(f) Land	no	yes	no
Potential for Archaeological Sites	yes	no	unknown
Out of Direction Travel for Local/Campground Traffic	intermediate	least	most
Maximum Curvature	5 1/2°	5°	4°
Design Speed	55 mph	55 mph	55 mph
Visual Impacts			
From Private Property	yes	no	yes
From Site Facilities	intermediate	most	least
Noise Impacts to Rec. Site	intermediate	most	least
Preferred by DNF	no	yes	no
Preferred by Desch. Co.	no	yes	no

****

Impact Summary. The selected alternative would have several generalized adverse impacts. These effects are not mutually exclusive, but tend to overlap one another. They are: impacts upon 4(f) land; noise; aesthetics; wetlands; and, local public controversy.

Section 4(f) effects are discussed in the accompanying 4(f) Evaluation. Though there are adverse effects: right-of-way, aesthetics, noise, there are also benefits: separation of disparate uses, better internal and external circulation and access, and compatibility with the agency's site development plan. Impacts would not jeopardize use of the site, and the agency owning and managing the site endorses the project.

Noise, though increased, would not exceed Federal Highway Administration guidelines for any of the abutting land uses. Noise levels are well below the design noise guidelines for recreation sites and residential properties. Noise levels would be raised little above levels experienced before the existing structure became load limited.

Aesthetics will change. There will be two bridges, but the existing bridge will remain for a number of years, and it will be separated from the new bridge by at least 500 feet. Landscaping and time will reduce some of the other shorter-term aesthetic impacts.

Wetlands impacts are minor (0.15 acre). They are less for the selected alternative than for the other build alternatives, and they will be mitigated.

Local controversy has been created by the proposed project. A number of people from the project area have objected to the proposal. A public hearing has been held. Issues raised have been considered and responded to.

In summary, though the project will have adverse impacts, these impacts are outweighed by anticipated benefits of safety, reliability, improved service, and reduced costs. Furthermore, the adverse effects, as discussed above, are not felt to be of sufficient magnitude to warrant the processing of an environmental impact statement.

Alternatives Rejected

Several additional alternatives were reviewed and discarded. Most of these were more substantial in scope and would have improved not only the bridge and bridge approach alignment but also the intervening roadway to US97. These alternatives were rejected before they were given much study because of funding limitations.

Another, lesser alternative considered was the replacement of the bridge in its original location. This alternative has also been rejected because it would have perpetuated the inadequate and hazardous alignment of the present crossing site, and it would have required the construction of a detour.

IMPACTS

Affected Environment

The General Patch Bridge over the Deschutes River is located approximately 17 miles south-southwest of the City of Bend (see Figure 1). All of the alternatives, except for one parcel of Alternative 1, are inside the boundary of the Deschutes National Forest, as is the existing bridge. Any other new right-of-way, then, would come from the National Forest.

Upstream of the existing crossing, Big River Campground, a Forest Service facility, has developed on both banks, while in the distance, both upstream and down, single-family homesites have developed abutting the Forest Service boundary. Demand for land and housing on private land is strong in this area as can be seen by burgeoning nearby subdivisions such as "Oregon Water Wonderland" and "Stage Stop Meadows."

Physically, this is an attractive area. The snow-capped Central Oregon Cascades are almost always visible to the west from any rise or clearing in the surrounding landscape. Meadows are a verdant green in season, winters abound in clear, crisp sunny days, and recreational opportunities are legend: skiing, fishing, hunting, camping, hiking, horseback riding, golf, snowmobiling, canoeing, rockhounding, sightseeing, and so on.

The study area is in what Franklin and Dyrness in their Natural Vegetation of Oregon and Washington call the Pumice Region, a sub-region of the Pinus ponderosa or Ponderosa Pine Zone of Central Oregon. The climate of this zone is characterized by a short growing season and minimal summer precipitation. Much of the limited available precipitation falls as winter snow. Temperatures fluctuate widely with hot days and cold nights, in season.

The project is situated on the 12,500,000 acre pumice plateau of south-central Oregon. Soils in this area are developed in deposits of dacitic and rhyolitic pumice erupted from Mount Mazama and Newberry Crater. These coarse-textured pumice soils enable ponderosa pine to extend its range east into areas where the vegetation would otherwise be Artemesia or shrub steppe.

In addition to the ponderosa pine for which the zone is named, lodgepole pine is present; it is, in fact, numerically dominant. Willow is prevalent along the stream, as are sedges. The understory in the pine areas is predominantly composed of bitterbrush and wildrose, both shrub species. Away from the irrigating effect of the river, little or no vegetation is found near the ground.

The Deschutes River, the focal point of the project and a south to north flowing tributary of the Columbia River, drains an area of approximately 588 square miles above the proposed bridge site. The upper 483 square miles of this area are regulated by Crane Prairie and Wickiup Reservoirs, which date from 1922 and 1949, respectively.

Forty-one years of stream gage data are available from gage 14-0565 located 2,000 feet downstream from Wickiup Dam. The estimated peak discharge since Wickiup Reservoir has been in operation is 2,500 cfs. This peak occurred on July 31, 1962 and also on July 30, 1956. The average yearly peak discharge since 1949 has been 1,990 cfs. According to the Water and Power Resources Service, the maximum expected release rate from Wickiup Reservoir is 4,300 cfs. This is considered to be the worst possible flood and would be a very rare event.

Inspection of the gaging records indicates that the highest flows occur from April through October during the irrigation season with the lowest flows occurring from November through March. The peak flow usually occurs sometime between mid-July and mid-August. The peak recorded discharge from November through March has been 854 cfs.

Bridge clearance over the stream would remain unchanged and backwater from the new bridge would not be significant.

Environmental Consequences and Mitigation

Social

As was discussed above, given the undeveloped nature of the crossing site, few social impacts are expected. Aesthetics, cultural resources, right-of-way, and campground encroachment comprise the only areas of potential social impact.

Aesthetics would remain relatively unchanged. The existing bridge would remain under all alternatives. The new and old bridges would be separated by at least 500 feet. The new bridge would probably have three spans, two piers in the channel, and would be a relatively low profile concrete span without superstructure. Since the new bridge would be modern, made of concrete, and relatively free of lines and texture, it could be viewed by some as being inconsistent with the rustic, natural setting of the site, but it would be functional and inoffensive. The new design will also be as aesthetically pleasing as possible.

Private property owners would see the Alternatives 1 and 3 crossing sites from downstream and upstream, respectively, while campground patrons and boaters would see Alternatives 1 and 2. Alternative 3 would not be visible to campers in the vicinity of the boat ramp.

No historic resources are impacted by the project. Only one structure, a mobile home, could be affected, and that only by Alternative 1. The existing bridge dates from 1961, and while it has a certain charm and attractiveness in this setting (see bridge photos in Appendix A), it is not of historical importance.

A recent cultural resource study supported this opinion and found the present bridge ineligible for nomination to the National Register of Historic Places. The State Historic Presevation Office concurred in this finding; see letter in Appendix E. Additional details on the history of the existing bridge are found in Appendix B.

The area which would be affected by the project contains no known archaeological sites. An archaeological reconnaissance survey of the potential affected area was conducted in October, 1982 by Dr. Richard M. Pettigrew, Survey Archaeologist for Highways, Oregon Museum of Anthropology, Eugene. No sites were found in the immediate area which would be affected by the project. See coordination letter from the State Historic Preservation Office in Appendix E.

Alternative 1 would require one parcel of private property, a subdivision homesite occupied by a mobile home. No relocation problems are anticipated since similar lots are available nearby. The State's Relocation Assistance Program provides that all relocatees will be given advisory assistance to enable those individuals displaced by the project to occupy decent, safe, and sanitary replacement housing.

In the event replacement housing is not available due to a housing shortage in the area, or special needs of the relocatee require facilities not readily available, then, housing will be provided under the provisions of "Last Resort Housing", wherein, unique and innovative methods may be used to provide the needed housing which may include rehabilitation or relocation of existing housing or construction of new housing units.

The remainder of Alternative 1 and all of Alternatives 2 and 3 would use Forest Service land. Here a special use permit would be sought to allow project construction. Coordination is underway with the Forest Service and it will continue.

Section 4(f) Involvement

Alternative 2 would have an additional right-of-way related impact in that it would encroach upon the eastern unit of Big River Campground and graze the western unit (see Figures 5 and 6 in Final 4(f) Evaluation). Big River Campground is a Forest Service facility located on both banks of the Deschutes River, which has 10 campsites, toilets, a boat ramp, and a gravel access loop on the east bank and five picnic sites, toilets, and an access connection on the west bank. The campground and boat ramp receive an estimated 7,500 visitor days of use annually.

The impacts of Alternative 2 upon the campground, the impacts of the avoidance alternatives, and potential mitigation of campground impacts are discussed in the Final Section 4(f) Evaluation which accompanies this document.

Economic

Prospective economic impacts of the project would be both beneficial and adverse. Among the beneficial impacts are: the removal of the load restriction which limits use of the existing route, improved safety, and better operating conditions.

With the new bridge better serving vehicular traffic, the use of the existing bridge would be changed to pedestrian and bicycle traffic in conjunction with Big River Campground and recreational activities in the area.

Funds expended on the project, estimated to be $920,000 for the selected alternative, would include money spent in the local economy. These funds, through the multiplier effect, would circulate through that economy several-fold, paying for additional goods and services.

Conversely, the selected alternative would require the expenditure of $622,000 in highway user revenues, plus $298,000 in Forest Service Capital Investment Program funds. The materials and labor purchased through this expenditure would be employed on the project and would not be recoverable nor available for other projects elsewhere. From 14 to 21 acres of right-of-way would be taken out of forest/recreation use and committed to transportation use, as well.

No-Build would have none of these impacts, but it would perpetuate the load and safety limits of the present situation and it would delay replacement of an inadequate structure until some fiscally less certain future period, with attendant high structure maintenance costs in the interim.

Natural Environment

The proposed project would result in several localized impacts to the natural environment of the project area. These would come about from clearing, grading, and surfacing the proposed roadway, constructing the new structure, and using the new facility.

With the selection of a build alternative, the three potential alternatives would require clearing and grubbing of existing vegetation on 15 acres for Alternative 1, 14 acres for Alternative 2, and 21 acres for Alternative 3. Merchantable timber would be logged while slash would be piled and burned. Most of this acreage would subsequently be lost to wildlife and timber and would be committed to transportation.

Table 2 lists estimated earthwork quantities.

TABLE 2

Estimated Earthwork Quantities

	Alt. 1	Alt. 2	Alt. 3
Earthwork	14,000 c.y.	18,000 c.y.	28,000 c.y.

Alternative 2 is essentially balanced with regard to earthwork--excavation quantities equal embankment quantities. Alternatives 1 and 3 would require an estimated 5,000-10,000 c.y. of borrow. Specific borrow quantities would depend upon additional location details and upon potential wetlands mitigation decisions. Roadway base and paving materials would be purchased from available commercial sources, and surplus excavation, if any, would be disposed of in accordance with Standard Specifications for Highway Construction. Bypassed portions of old roadway would be obliterated or suitably refinished for future recreational use. Seeding and mulching would be provided for all exposed slopes as soon as appropriate.

Wetlands

Bridge abutments and approaches would also cause some impacts. The abutments would bury small portions of the river channel and they would encroach upon the floodplain (see Figure 3). Footings for bridge piers would also occupy small portions of the channel bed.

Potential wetlands impacts are listed by alternative, acreage, and type in Table 3.

TABLE 3

Potential Wetlands Impacts (in acres)

	Channel	Meadow & Marsh	Total
Alternative 1	0.1	0.5	0.6
Alternative 2	0.1	0.05	0.15
Alternative 3	0.1	0.7	0.8

Three wetland types would be affected by the project: river channel, sedge meadows, and grassy meadows. The stream itself is of high value in water quality and aquatic life, and since the river has reservoirs upstream it is not subject to major floods.

The sedge meadows occur on flat, low-lying areas close to the river, generally in a belt 30 feet wide or more. These are pure stands of sedge on ground which is saturated much of the year.

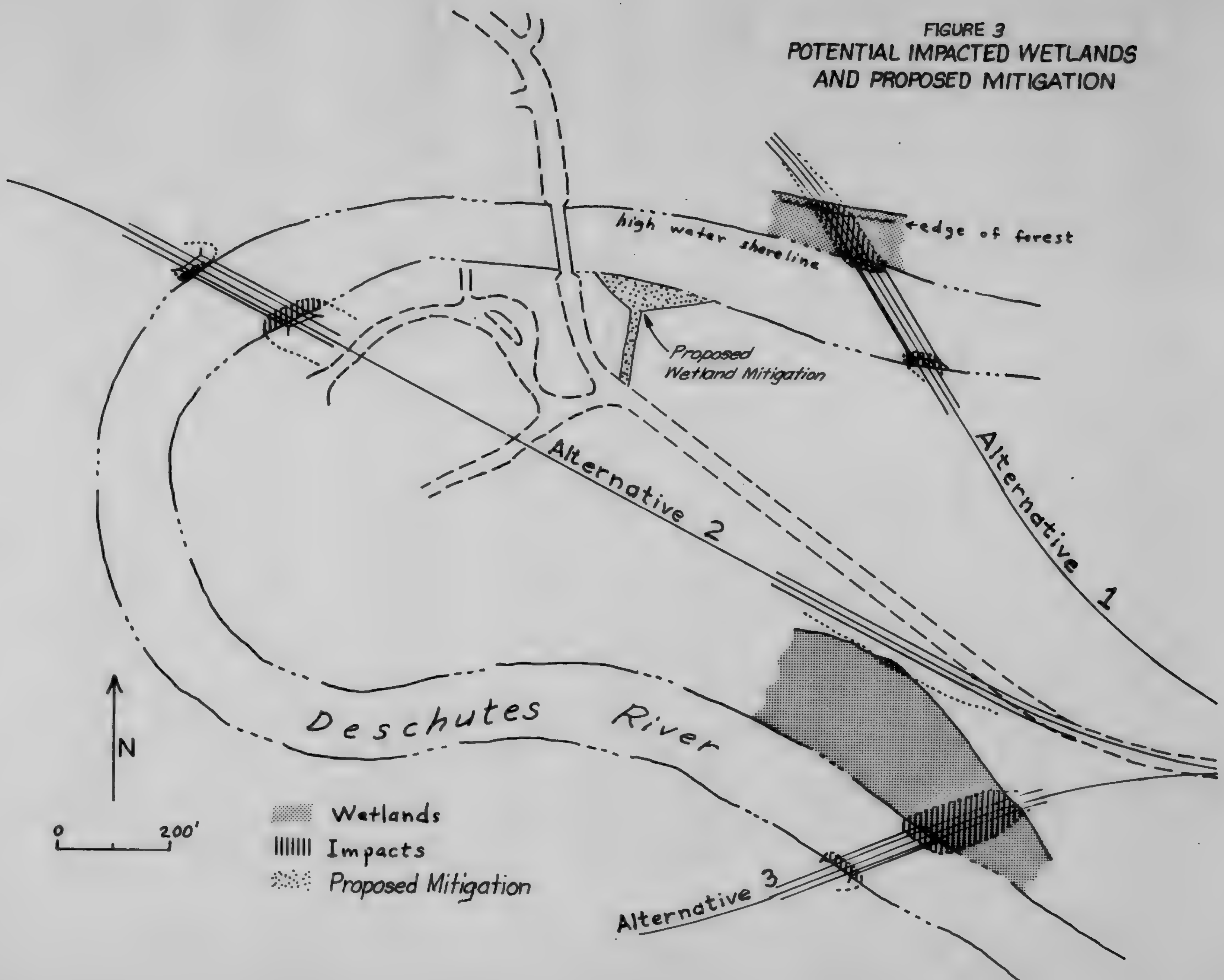
The grassy meadows are present on areas which are slightly higher and better drained. Here tall grass grows in hummocks and scattered shrubs such as willow and swamp birch cover perhaps 10 percent of the area.

All the build alternatives under consideration would also require the construction of two piers in the stream channel. While the bridge has not yet been designed, bridge lengths have been estimated at 310 feet for Alternative 1, 220 feet for Alternative 2, and 240 feet for Alternative 3. The footings for the new piers would be approximately 40 feet from shore during summer high water.

Since the average depth of the stream in the project area is less than two meters (the standard depth for wetlands qualifications), the entire stream bottom throughout the project reach and beyond qualifies as a wetland. In this context, each pier would result in a permanent displacement of less than 100 square feet of wetlands--an insignificant amount.

A final wetland and stream impact would be the temporary construction impacts associated with pier placement and bridge construction. The actual site of the proposed pier or piers would be reached from the bank for pile driving, foundation work, rebar assembly, and concrete pours so the stream bottom would be made dry and accessible for much of this period. A

FIGURE 3
POTENTIAL IMPACTED WETLANDS AND PROPOSED MITIGATION


high water shoreline
edge of forest
Proposed Wetland Mitigation
Alternative 1
Alternative 2
Alternative 3
Deschutes River
N
0
200'
Wetlands
Impacts
Proposed Mitigation

temporary fill and cofferdam or a diversionary berm would likely be constructed for this purpose, though a work trestle and sheet-pile cofferdams might also be practical.

Clean rock would be used for fill material, enough to construct a causeway on the order of 10-20 feet wide. It would be pushed into the stream, remain in place during the work, and then be removed. This work would disrupt wetlands for an intermediate period and would temporarily degrade water quality. Over a longer period of time impacts would not be measurable, however.

Such work will be coordinated with the Oregon Department of Fish and Wildlife, and it would be done under permit from the Division of State Lands. Permit requirements would be observed and enforced.

Avoidance of wetlands impacts is not feasible, since any build alternative would affect the river, and all of the streambed as well as some portion of all the stream banks in the project area qualify as wetlands. Only the specific quantity of wetlands impacts would vary.

Mitigation of Wetlands Impacts. With the selection of Alternative 2 for implementation, additional design work has been performed. It is now estimated that 0.15 acres of wetlands would be removed. To mitigate this impact, new wetlands totaling 0.15 acre or more will be created east of the existing bridge, see Figure 3.

A drainage ditch will be part of the mitigation project, formed to drain a low area between the proposed roadway and the present road. However, most of the new wetland will be created by excavating a portion of riverbank down close to the water table. These areas will develop as meadows or marshes with sedges and rushes. The work will be done with minimum disturbance to the stream.

Wetlands Finding. This statement sets forth the basis for a finding that there is no practicable alternative to construction in the wetlands located on both banks, along Alternative 2, west-southwest of the existing General Patch Bridge, and that the highway proposal includes all practicable measures to minimize harm to the wetlands which may result from such use. This finding is made in accordance with the requirements of Executive Order 11990 on the Protection of Wetlands, dated May 24, 1977.

As indicated above, any bridge replacement alternative will require some wetlands impacts for pier footings and abutments. Both the stream banks and bed throughout this reach qualify as wetlands. The only variables would be the type and quantity of wetlands.

Alternative 2 would impact 0.15 acre of wetlands, substantially less than Alternative 1 with 0.6 acre and Alternative 3 with 0.8 acre. This is possible because the river banks are steeper at the Alternative 2 crossing site which shortens the wetland cross sections. Also, the structure has been designed longer than is strictly necessary to pass anticipated stream discharges. This has been done in order to stay out of the stream margins with fill and larger abutments. Both of these considerations minimize harm to wetlands. Finally, as is discussed above, remaining impacts will be mitigated by replacement as is shown on Figure 3.

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

Floodplain

Since the proposed project is located entirely on Forest Service land, since the streamflow is regulated by two reservoirs, and since flooding has not been a problem on this reach of the Deschutes River, no floodplain impact analysis was performed. Furthermore, the proposed replacement structure would not significantly impede the passage of water even under the maximum expected release rate from Wickiup Reservoir.

Endangered and Threatened Species

A list of endangered and threatened species present in the project area was requested from the U.S. Fish and Wildlife Service as required under the Endangered Species Act. The list was received in fall, 1981, and indicated that no endangered or threatened species are thought to occur in the project vicinity.

Preliminary investigation and information from the Forest Service also indicates that no species are likely to be affected by the proposed project.

Air Quality

Air quality is not an issue in the project area. The isolation of the project from population centers, the lack of any history of air quality problems in the air shed, and low traffic numbers all support this contention.

While dust and construction equipment exhaust could pose a local nuisance during some aspects of the project, the temporary nature of the sources and the lack of permanent receptors on most of the project should keep these pollutants from becoming problems. Only users of the recreation site may be affected. Should construction dust become a problem, sprinkling and other dust palliatives will be investigated. Over the long-term, air quality in the immediate project vicinity should improve still further due to the increased traffic mobility which would result from the project.

Noise

Predicted Noise Levels. The noise analysis was conducted in conformance with FHPM 7-7-3, "Procedures for Abatement of Highway Traffic Noise and Construction Noise."

The FHWA Highway Traffic Prediction Model (FHWA-RD-77-108) was used to predict noise levels at 50 feet from the road centerline to determine if receptors adjoining the project would be impacted (see Table 4).

TABLE 4
Traffic Data and Predicted Noise Levels
(Peak Truck Hour)

Year	Autos	Medium Truck	Heavy Truck	Speed (mph)	Noise Level @ 50' from Road C_L (Leq dBA)
1980 (Existing)	35	5	1	20	49
2000 (No-Build)	100	9	2	19	52
2000 (Build) Alternatives 1, 2, & 3)	100	9	11	50	64

Removal of the existing load limit on Deschutes River Bridge would lead to an increase in heavy truck traffic (mostly logging) resulting in higher noise levels. In addition, improved bridge approach alignments of the build alternatives would result in significantly higher noise levels due to increased vehicular speeds.

Measured Noise Levels. A noise measurement was taken to determine the ambient noise levels at the Forest Service campground. Ambient levels of Leq 38 dBA were recorded in early February (with snow still on the ground) which reflect the most quiet and peaceful environment possible, without the presence of any local traffic or campers. Ambient noise levels during the summer could be substantially higher.

Traffic Noise Impacts. The proposed alignments would have a noticeable effect upon the quiet atmosphere at Big River Campground. The narrow, weight-restricted bridge with speed-restrictive approaches has minimized traffic noise levels along the existing roadway. Because the proposed alternative alignments traverse quiet areas more distant from the existing highway, noise levels in these quiet areas would be expected to increase.

Camping sites were analyzed to determine the existing noise levels and the effect each alternative would have on future noise levels at each site. A campsite is considered impacted if it experiences at least a 10 dBA increase in noise levels. This increase is equivalent to at least a doubling of noise loudness relative to present conditions and thus is considered an adverse impact.

Table 5 shows a comparison of impacted campsites and the respective range of noise level increases for each alternative.

TABLE 5

Number of Campsites Impacted by
Significant Increase in Noise Levels*

	East Bank Facilities	West Bank Facilities
Alternative 1	0 (7-9 dBA)**	5 (11-13 dBA)
Alternative 2	10 (13-21 dBA)	4 (8-10 dBA)
Alternative 3	2 (7-11 dBA)	0 (2-6 dBA)

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*A 10 dBA or greater increase is required to be considered a noise impact.
**Numbers in ( ) indicate the range of noise level increases.

Alternative 1 would impact the west bank campground facilities adjacent to where the campground ties in with the existing roadway. A total of five picnic sites would be impacted under this alternative. The nearest properties in the Oregon Water Wonderland subdivision would experience noise levels of up to 8 dBA higher if Alternative 1 is selected over Alternatives 2 and 3.

Alternative 2 would impact the largest number of campsites in Big River Campground with noise. All but one of fifteen campsites would be impacted under the significant increase criterion as a result of this build option. However, the range of resultant noise levels, 51-59 dBA indicates that noise is unlikely to interfere with recreational activities. The design noise level for such activities is 67 dBA.

Alternative 2 has no primary noise impacts on the Oregon Water Wonderland subdivision through changes in alignment or roadway geometry. Where it is close enough to development to have had possible effects, the proposed alignment follows the existing one. Where it does diverge, it is too far away to impact the developed areas to the south or to reduce noise levels for development to the north.

Secondary noise impacts would result, however, through the restoration of heavy truck traffic and through normal traffic growth. In either case, additional traffic would result in more noise, as was detailed in Table 4.

Alternative 3 would have the least effect upon the campground. Only two campsites on the east bank would be impacted by a significant increase in noise levels (see Table 5).

Alternative 4, No-Build, would have no additional noise impact upon the campground.

Evaluation of Noise Abatement Measures. Traffic management measures such as possible prohibition of truck use, vehicle time use restrictions, and modified speed limits, were investigated as to feasibility and effectiveness. Such measures would be contrary to the project purpose and would not provide the desired level of service to the logging industry and the motoring public. Furthermore, speed control, from 55 mph to 35 mph, for example, would result in negligible noise reduction--a 3-4 dBA decrease--measurable but hardly perceptible. A posted speed reduction is also virtually unenforceable in this rural setting, even if it were approved by the State Speed Control Board. And the dominant noise source would be loaded log trucks operating at 55 mph. If these trucks were to slow to 35 mph upon approaching the campground, they would probably use their "jake brakes" or engine compression and exhaust to accomplish the slow down. This would inject a shorter but louder, more staccato noise element into the campground. Then at the end of the control zone they would accelerate to 55 mph with another surge of noise.

A GM barrier was investigated as a partial noise mitigation measure for the campground. The barrier could also serve as a safety feature of the bridge and its approaches, a part of which will be on fill. However, a GM barrier would do little to mitigate noise levels--less than a 1 dba reduction--because of the predominance of heavy truck traffic as a noise generator. The barrier is too low to intercept truck engine and exhaust noise. The scenic setting also makes higher sound walls aesthetically undesirable. Furthermore, campground and boat ramp access roads, not far from the bridge ends, would render barriers even less effective by breaking up their continuity. These breaks, in turn, would require tapering of barrier ends for safety, which would further limit barrier effectiveness. And GM barrier would restrict sight distance for motorists emerging from the campground. For all of these reasons no GM barrier, and no noise mitigation, is proposed.

Construction Noise Analysis. Areas adjacent to the project will be exposed to additional noise levels during construction. These noise levels will come from the construction equipment used. It is anticipated that project construction will utilize earth-moving equipment such as excavating machinery (backhoes, bulldozers, etc.). Of the noise generated by such engines, the predominant source is that of the exhaust system.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

Local Coordination and Notification. Predicted traffic noise levels for the year 2000 are in conflict with the FHWA design noise levels for land use activity Category B* up to 35 feet from road centerline. However, since the proposed roadway right-of-way extends beyond this distance, no land use conflicts are anticipated.

A copy of the noise study report and this document will be sent to the Deschutes County Planning Department and the Deschutes National Forest for their information.

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* FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVEL STANDARDS

Activity Category	Design Noise Levels Leq (h)	Description of Activity Category
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.

PROJECT COORDINATION

The project has previously been coordinated among the Bend Ranger District of the Deschutes National Forest, Deschutes County, the Federal Highway Administration and the Oregon State Highway Division. The A-95 Project Notification and Review process brought the project to the attention of the Central Oregon Intergovernmental Council, the Oregon Department of Fish and Wildlife and the Division of State Lands. Additional consultation has been initiated with the State Historic Preservation Office, for cultural resources; the U.S. Fish and Wildlife Service, for threatened and endangered species; the Corps of Engineers, for Section 404 procedures; and the National Park Service, for Section 4(f) procedures.

During its initial review of the project, the Oregon Department of Fish and Wildlife made several specific recommendations. These comments concerned the dates of construction and other measures to protect water quality and fish habitat. The proposals are included in Appendix E. ODFW will review the project further when the application for a removal/fill permit is circulated.

Public Hearing. Due to the need for right-of-way and the potential for public input on alternative selection, a public hearing was held for this project on April 7, 1982, in the Deschutes County Courthouse Annex in Bend. Officials from the county presented three build alternatives and the No-Build Alternative to the thirty persons in attendance.

The hearing input included 18 persons presenting verbal testimony at the hearing along with 34 persons submitting written comments subsequent to the hearing. One of the written comments was in the form of a petition containing 37 signatures.

All but one of the persons presenting verbal testimony favored the No-Build Alternative. Many of those favoring the No-Build, also indicated that the existing bridge should be repaired, maintained or replaced, but that a new two-lane 55 MPH roadway and bridge was not necessary.

The written comments included seven persons favoring a build alternative--four favoring Alternative 2 and three indicating no choice of alternative. The No-Build Alternative was favored by seven persons with no indication of a need for rebuilding the existing bridge. The remainder of the comments favored reconstruction or replacement of the existing bridge at its present site.

In conclusion a majority of the testimony, while appearing to favor the No-Build Alternative, would also endorse reconstruction or replacement of the existing bridge at or near its present location. A number of pertinent questions were raised at the hearing. These questions have been responded to in Appendix C: Hearing Comments and Responses.

Environmental Assessment Review. In addition to the public hearing comments, a number of review comments from both agencies and private parties were received on the Environmental Assessment. Excerpted comments, responses, and the review letters are found in Appendix D.

BIG RIVER CAMPGROUND, U.S.F.S.

Final Section 4(f) Evaluation

for the

DESCHUTES RIVER (GENERAL PATCH) BRIDGE PROJECT

Description of Proposed Action

The proposed project would replace the existing bridge with a new structure located on new alignment with wider road approaches. This action is required because of: 1) a present 8-ton weight restriction that restricts truck usage;* 2) the single-lane width of the existing bridge which is hazardous; 3) reversing curves on the approaches, one of 36°; 4) an arched deck, which restricts sight distance; and 5) deterioration of existing bridge members, which makes the bridge unsafe for heavy traffic use. The existing bridge would remain under all options; it would be used for bike-pedestrian traffic under all build alternatives. The replacement structure, which would be on a new alignment, would be located 500 to 600 feet away from the existing bridge.

More information on the proposed action is available in the accompanying Environmental Assessment (see also attached photos, in Appendix A).

Description of Section 4(f) Resource

Big River Campground, a Forest Service recreation site in the Deschutes National Forest, occupies both banks of the Deschutes River south of the existing roadway and bridge. Road access is by South Century Drive, a Deschutes County road. Access is very easy, and most users arrive via U.S. 97 and South Century Drive (see Figure 1 in Environmental Assessment). The facility is situated 3-4 miles west of U.S. 97 and about 17 miles south of Bend. Though most use is by regional patrons, some day use from nearby residential development also takes place.

Many similar facilities, i.e. campgrounds on rivers, exist in the general area: Benham Falls Campground, Fall River Campground, Pringle Falls Campground, Bull Bend Campground, and another 21 campgrounds are found on the shores of area lakes and reservoirs. Most belong to the Forest Service and most are found off Century Drive.

However, Big River Campground does provide easy, good quality public access to the Deschutes River along a section of predominantly private land ownership where public river access is very limited.

As stated previously, Big River Campground occupies both banks of the river. The east bank is the major facility, having an access loop; ten campsites consisting of parking spurs, picnic tables, and fire pits; pit toilets; and a boat ramp (see Figure 4). The east bank site occupies about nine acres. The west bank, or lesser facility, has five walk-in picnic sites consisting mainly of tables and some fire pits; it also has pit toilets and a parking area (see Figure 5). The west bank site occupies about two acres.

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*The previous 12-ton load limit was reduced to 8 tons by Deschutes County in June, 1982.

FIGURE 4
EXISTING BIG RIVER CAMPGROUND

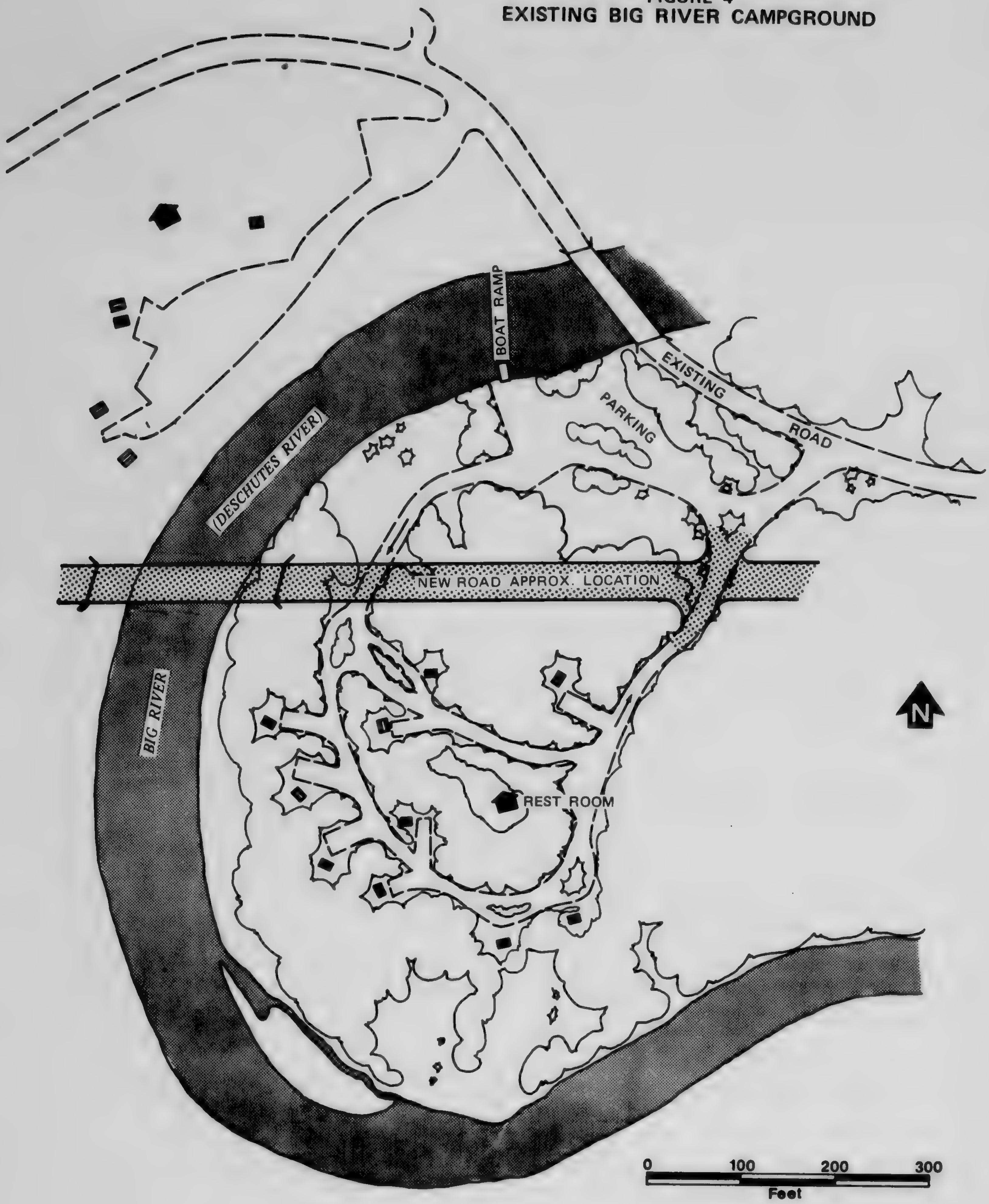
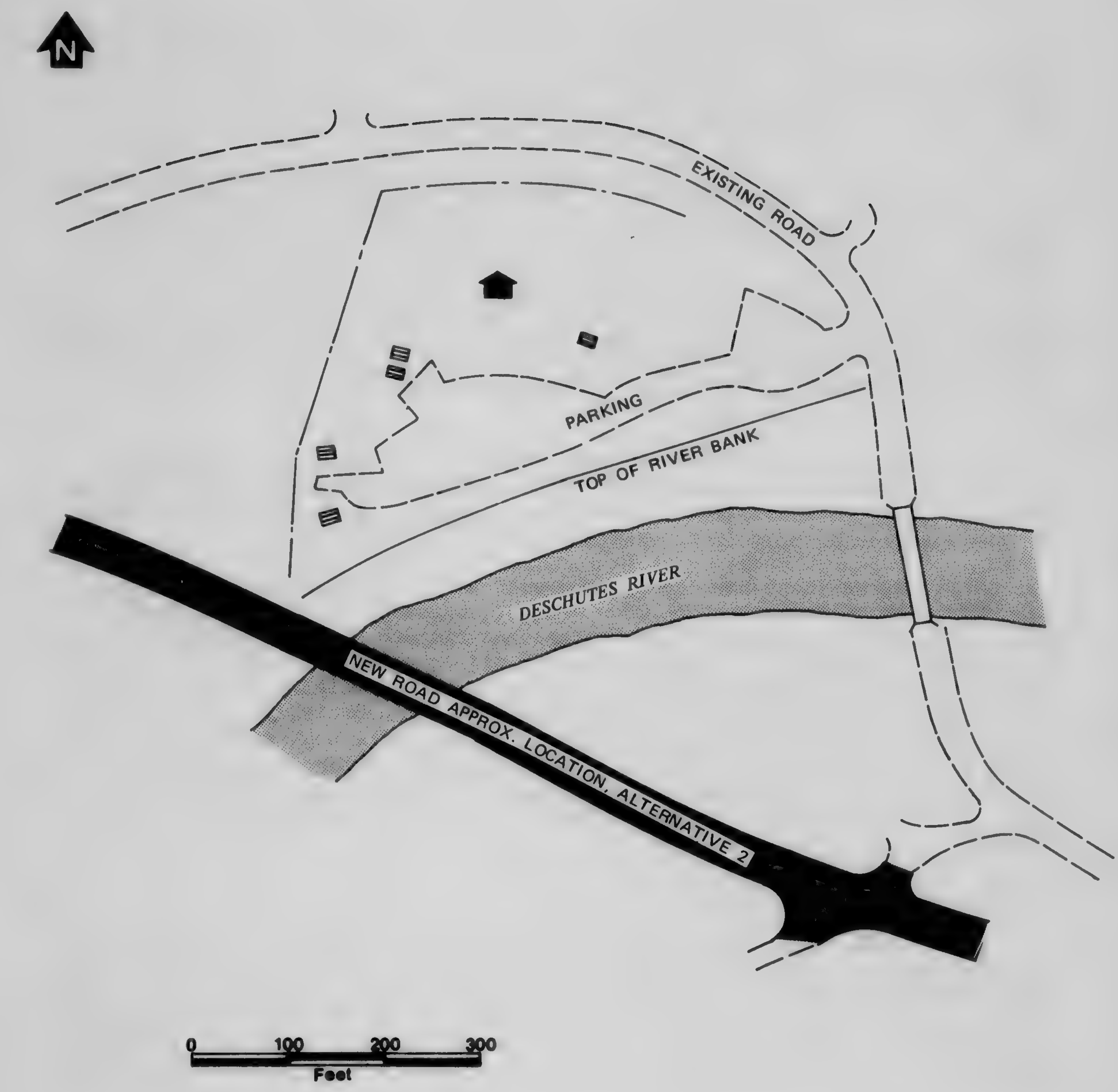

BOAT RAMP
EXISTING ROAD
PARKING
(DESCHUTES RIVER)
NEW ROAD APPROX. LOCATION
BIG RIVER
REST ROOM
N
0
100
200
300
Feet

FIGURE 5
BIG RIVER CAMPGROUND
WEST BANK
PROPOSED CONSTRUCTION


N
EXISTING ROAD
PARKING
TOP OF RIVER BANK
DESCHUTES RIVER
NEW ROAD APPROX. LOCATION, ALTERNATIVE 2
0
100
200
300
Feet

The Big River Campground site has been used for river access, camping and recreation since the 1950's. The boat ramp was added in 1969-70. Vehicle circulation barriers, controlling traffic flow, were added in 1971.

The campground still is not very developed, however. It is unattended except for a summer host trailer and for limited servicing, roadways and parking pads remain unpaved, there are no lights or electricity, there is no running water, and toilets are pit toilets. The campground remains relatively barren and informal in comparison with many state and federal parks and recreation areas that provide full camping services.

The Forest Service does not favor the site for intensive recreation because it is felt to be too near to private development. The site has been developed largely out of the need to properly serve an area that would be used anyway due to its easy access and river frontage. The facilities that have been provided have prevented overuse and the creation of a public nuisance.

The Forest Service draws a sharp distinction between the facilities on the two banks. Collectively, the whole site is called a campground, and camping takes place on both banks. The east bank is the designated campground, however, which has been organized, upgraded, and mapped, while the west bank has become an overflow facility which has not been planned, formally developed, or mapped. The Forest Service has tentative plans, in the form of a site development map, to expand the east bank by five spaces and to convert the west bank to picnicking and day-use activities (see Figure 6 for potential east bank expansion). These improvements are scheduled for the spring of 1985.

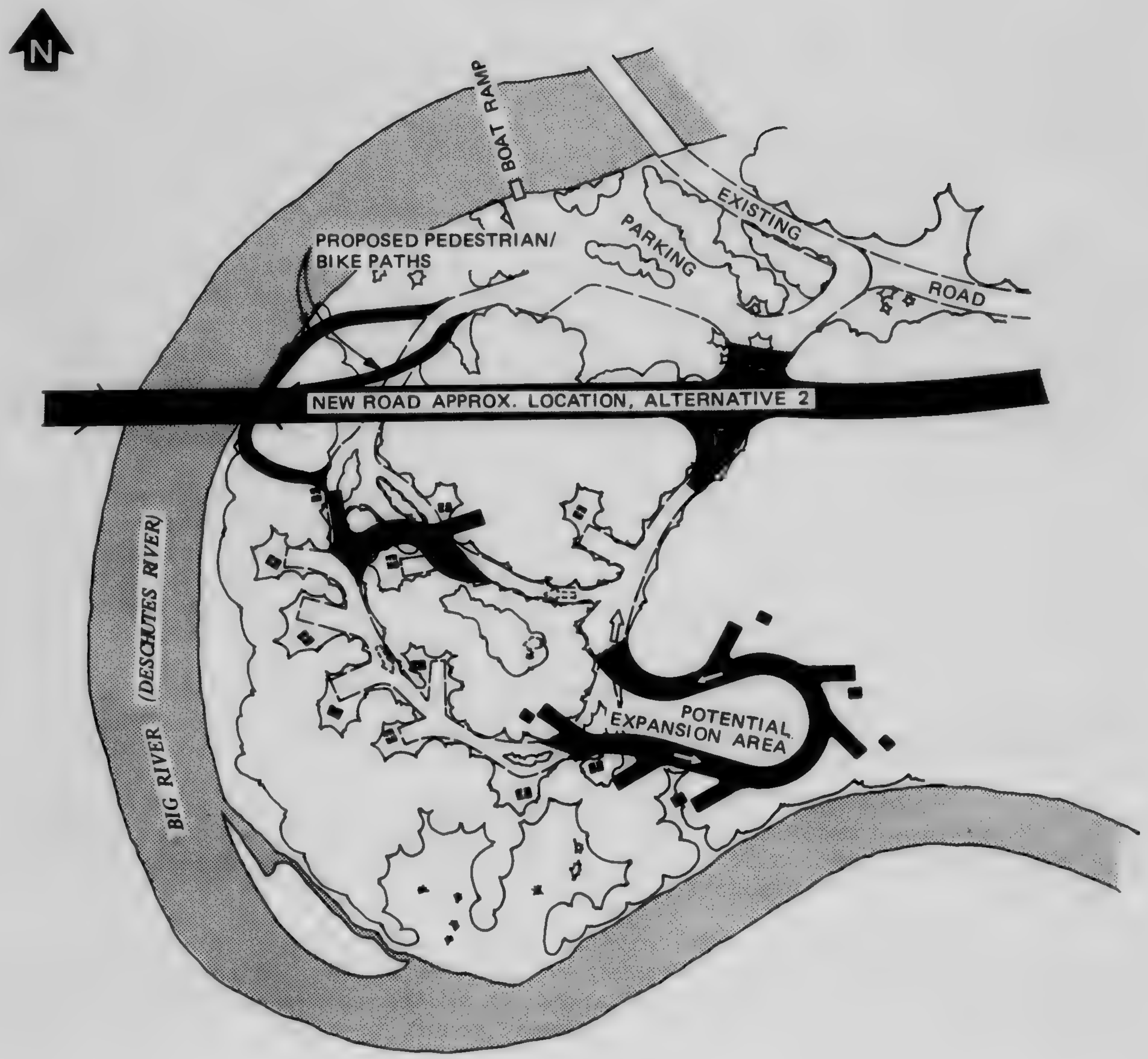
Activities at Big River Campground include camping, picnicking, boating, fishing, swimming, hiking and nature study. Though user data is uncertain, it is estimated that as many as 6,000 visitor days a year are spent at the campground, plus 1,500 visitor days at the boat ramp.

Two or three user groups are evident at the recreation site, and there is some mild conflict between groups. Camping and day-use activities have some conflict potential and boaters and campers have some conflict. In both cases day-use and boating activities tie up camping spaces with parking, picnicking, and casual recreation activities--but especially parking. Campers, too, may interfere with boat ramp operations, especially youngsters who pose a safety hazard by playing or moving about in the boat ramp area. Consequently, the Forest Service intends to physically separate campers and boaters on the east bank and to encourage other day-use patrons to use the west bank. The proposed project would aid in the resolution of these conflicts.

Impacts on Resource

Except for noise, only Alternative 2, the preferred alternative of Forest Service and Deschutes County officials, would affect the immediate Big River Campground site. Alternatives 1 and 3 avoid the site (see Figure 2 in Environmental Assessment) but they impact fringe area recreational uses such as fishing, hiking, and nature studies, and Alternative 4, No-Build, would maintain the status-quo. Impacts to the resource, then, result to some degree from all the build alternatives.

FIGURE 6
BIG RIVER CAMPGROUND
PROPOSED CONSTRUCTION


N
BOAT RAMP
PROPOSED PEDESTRIAN/
BIKE PATHS
PARKING
EXISTING
ROAD
NEW ROAD APPROX. LOCATION, ALTERNATIVE 2
POTENTIAL
EXPANSION AREA
BIG RIVER (DESCHUTES RIVER)
■ PROPOSED CONSTRUCTION

Alternative 2 would encroach upon approximately two acres of land adjacent to the campground improvements on the east bank. The land would come from a 140 foot wide strip south and east of the existing roadway, between the boat ramp parking area and presently developed campsites (see Figure 6). Though land adjacent to the campground would be removed from recreational use, all physical campground facilities would be avoided except for severing of the access loop, which would be reconnected.

Alternative 2 would also require a total of 3.2 acres for the entire approach section on the west bank, but all facilities would be avoided and the required land is not formally designated recreation or campground land, nor is it planned for recreation development.

The new right-of-way would be cleared and grubbed. Merchantable timber would be logged and slash would be disposed of in accordance with local requirements. The new roadbed would be graded and shaped; only light grading would be required, given the relatively level ground line. The grade would be based with crushed rock and subsequently paved.

Earthwork for the bridge approaches would be emplaced and the bridge would be constructed. Wetlands and stream impacts would result, being locally disruptive, but having little long-term or area-wide significance. About 0.15 acre of wetlands would be permanently displaced by the approaches and the two bridge piers for the selected alternative. Temporary, construction-related disruption and disturbance such as burial, compaction, and gouging would affect as much as an additional third of an acre of wetlands, but this impact would be temporary and wetlands would recover. Additional details on physical impacts are provided in the accompanying Environmental Assessment.

Again, all existing campground facilities would be avoided. Excess segments of the old roadway would be obliterated through the campground and new access connections would be provided from the new road to both the campground and the boat ramp. A pedestrian-bicycle undercrossing of the new structure would link the campground with the old bridge, and the old bridge would remain for bike-pedestrian access between east and west banks.

The new road, which would be raised near the river, would separate the campground from the boat ramp. It would also serve as a visual barrier. New access connections would be provided, as needed, to both facilities.

Adjustments to the access loop would also provide a good opportunity for the proposed campground expansion. At present, the Forest Service has proposed this expansion for spring of 1985. (See Forest Service letter dated February 28, 1983 in Appendix E.)

Construction of the proposed project would result in removal of the existing load limit on South Century Drive which would lead to an increase in heavy truck traffic--mostly log trucks. In addition, improved bridge approach alignments of the build alternatives would result in higher vehicular speeds. Both factors would increase noise levels.

Noise measurements were taken to determine the ambient noise levels at Big River Campground. Ambient levels of Leq 38 dBA were recorded in early

February (with snow still on the ground) which reflects the quietest possible environment without the presence of local traffic or campground users.

Because the proposed alternative alignments all traverse quiet areas distant from the existing highway, and because of the anticipated changes in traffic make-up and speed, there would be a noticeable effect upon the serenity of Big River Campground. For the purposes of this study, a campsite was considered impacted if it would experience at least a 10 dBA predicted increase in noise levels above the ambient level of 38 dBA. This increase is equivalent to at least a doubling of noise loudness.

Table 5 shows a comparison of impacted campsites and the respective range of noise level increases for each alternative.

TABLE 5

Number of Campsites Impacted by
Significant Increase in Noise Levels*

	East Bank Facilities	West Bank Facilities
Alternative 1	0 (7-9 dBA)**	5 (11-13 dBA)
Alternative 2	10 (13-21 dBA)	4 (8-10 dBA)
Alternative 3	2 (7-11 dBA)	0 (2-6 dBA)

---

*A 10 dBA or greater increase is required to be considered a noise impact.
**Numbers in ( ) indicate the range of noise level increases.

Alternative 1 would impact the west bank campground adjacent to where it ties in with the existing roadway. A total of five picnic sites would be impacted under this alternative.

Alternative 2 (the selected alternative) would impact the largest number of campsites and also result in the greatest increase in noise levels. Alternative 2 would encroach upon the campground on the east bank and would narrowly miss improvements on the west bank. All but one of fifteen campsites would be impacted under the significant increase criterion as a result of this build option.

Alternative 3 would have the least effect upon the campground. Two campsites on the east bank would be impacted by a significant increase in noise levels.

In no case would resulting campsite noise levels reach or exceed the 67 dBA FHWA design noise level standard for land use activity category B, which applies to the campground. The maximum predicted noise level is on the order of Leq 59 dBA.

Traffic management measures such as possible prohibition of truck use, vehicle time use restrictions, and modified speed limits, were investigated as to feasibility and effectiveness for noise abatement. Such measures would be contrary to the project purpose and would not provide the desired level of service to the logging industry and the motoring public. Speed control, for example, would result in negligible noise reduction. A 3 to 4 dBA noise reduction is predicted, which is measurable but barely perceptible. A speed zone, even if granted by the State Speed Control Board, is largely unenforceable in this remote setting. Also, since the dominant noise source would be loaded log trucks, slowing the trucks would generate other noise. These trucks typically brake with the use of "jake brakes", a very pronounced noise source of short duration, and then they would accelerate at the end of the control zone with additional noise being generated. Therefore, these mitigative measures were not investigated further.

A GM barrier was investigated as a partial noise mitigation measure for the campground. The barrier could also serve as a safety feature of the bridge and its approaches, a part of which will be on fill. However, GM barrier would do little to mitigate noise levels--less than a 1 dBA reduction. The barrier is too low to intercept truck engine and exhaust noise. The scenic setting also makes higher sound walls aesthetically undesirable. Furthermore, campground and boat ramp access roads, not far from the bridge ends, would render barriers even less effective by breaking up their continuity. These breaks, in turn, would require tapering of barrier ends for safety, which would further limit barrier effectiveness. And GM barrier would restrict sight distance for motorists emerging from the campground. For all of these reasons no GM barrier and no noise mitigation, is proposed.

The aesthetics of the Big River Campground site would be altered by Alternative 2. The site would be bisected by a cleared, linear roadway strip on the order of 140 feet wide. Yet all of the east bank camping activity would be south of the new roadway and all of the west bank day use would be to the north and east. In the east bank site development plan, the Forest Services views the roadway as a border between the campground proper and the boat ramp.

Construction would pose a temporary but noticeable impact to the campground. There would be the river impacts described previously: filling in the channel, pile driving, wetlands disturbance, turbidity--all temporary in terms of construction and performed in accordance with permit provisions from regulatory agencies. All of this activity would also be 300-plus feet upstream from the boat ramp. There would be assorted and irregular heavy equipment noises: bulldozers, end loaders, trucks, generators, pile driving. Air quality would suffer short-term pollution with dust, potential burning of slash, and heavy equipment exhaust, mostly diesel. Traffic delays and detours and other distractions would be felt periodically.

Still, much of the activity would be north of the campground proper and would be confined to weekday working hours. And much of the construction work is relatively simple and will pass quickly. All construction activity with potential to disrupt the campground would also be coordinated with the Forest Service, as would the project in general.

Avoidance Alternatives and Their Impacts

The No-Build Alternative would not impact Section 4(f) land, but it would not meet project goals--which is considered unacceptable.

The build alternatives tend to be similar (see Figure 2 in revised Environmental Assessment) but upon closer inspection a number of differences appear. The comparative impact matrix below highlights those differences.

COMPARATIVE IMPACT MATRIX

FACTOR	ALTERNATIVE 1	ALTERNATIVE 2 (selected)	ALTERNATIVE 3
Estimated Cost (1981)			
Total	$1,117,000	$ 920,000	$1,002,000
Structure	$ 874,000	$ 622,000	$ 678,000
Grading & Paving	$ 243,000	$ 298,000	$ 324,000
Total Project Length	3,800 feet	4,400 feet	6,000 feet
Structure Length	310 feet	220 feet	240 feet
Right-of-way (est.)	15 acres	14 acres	21 acres
Private Land	one parcel	none	none
Residential Displacement	one mobile home	none	none
Wetlands Displacement	0.6 acres	0.15 acres	0.8 acres
Distance between Old & New Structures	600-700 feet	500-600 feet	2,500-2,600 feet
Section 4(f) Land	no	yes	no
Potential for Archaeological Sites	yes	no	unknown
Out of Direction Travel for Local/Campground Traffic	intermediate	least	most
Maximum Curvature	5 1/2°	5°	4°
Design Speed	55 mph	55 mph	55 mph
Visual Impacts			
From Private Property	yes	no	yes
From Site Facilities	intermediate	most	least
Noise Impacts to Rec. Site	intermediate	most	least
Preferred by DNF	no	yes	no
Preferred by Desch. Co.	no	yes	no

* * * *

Alternative 1 would cost the most, particularly for the structure which would cost an estimated $874,000 because of its greater length when compared to the other alternatives. Alternative 1 would involve slightly more right-of-way than Alternative 2, but more importantly, it would affect one parcel of private land and require one residential displacement. Alternative 1 would also affect more wetlands, would result in a somewhat longer roadway, and would involve more out of direction travel for local traffic. It would thus require more travel time and use more energy. Alternative 1 also has the potential for archaeological impacts according to a recent field survey by the Oregon State Museum of Anthropology.

Alternative 3 would cost less than Alternative 1 but more than Alternative 2. This is due to both a longer structure and longer approaches on Alternative 3 than Alternative 2. Alternative 3 has the longest approaches of any alternative hence it requires the most total disturbance: the most right-of-way, clearing and grubbing, length of roadway, and out-of-direction travel for local, west bank users. Alternative 3 would also affect the most wetlands and it would affect the greatest overall area by being the farthest removed from the existing crossing.

In addition, Alternatives 1 and 3 do not satisfy Forest Service goals of separating conflicting uses in the present campground.

Measures to Minimize Harm

The project has been coordinated with the Bend Ranger District of the Deschutes National Forest. Their input and comments are reflected in this statement.

Forest Service personnel prefer Alternative 2, have concurred in its selection, and view Alternative 2 as having beneficial impact on the campground in separating disparate uses and in improving circulation at the site. They have incorporated Alternative 2 into the Site (Development) Plan for Big River Campground (see letters in Appendix E). For this reason and because of the real impracticality of acquiring new or outside replacement land, no formal replacement land is proposed.* The encroachment of new construction on the campground will be mitigated to a large extent by the return of the existing roadway right-of-way to recreation purposes (bikeway, footpath, vehicle parking). Under the present proposal for Alternative 2, 2800 linear feet of new highway right-of-way would be required while 2000 linear feet of old highway right-of-way would be abandoned. Approximately 1000 feet of old roadway would be converted to recreation use and the remaining 1000 feet obliterated.

Mitigation, then, centers upon the design and function of the selected alternative and the minimizing of impacts. Construction activities will be timed so as to minimize interference with the river and with the public's use of the facilities. Seeding and mulching of all cut and fill slopes and disturbed surfaces will also be practiced. Other erosion control measures will be used as is appropriate.

The new bridge will be high enough to permit the construction of a bicycle/pedestrian undercrossing along the east bank of the river. This undercrossing will allow continuous access along the river bank as well as pedestrian/bicycle access to the old bridge without having to leave the river to cross the new roadway. With this elevation, the new roadway will also be shielded with guardrail wherever appropriate.

The existing timber structure would be deeded to the Forest Service. It would become a part of the overall recreation site and it would be limited to bicycle/pedestrian use. While it would continue to deteriorate, with the removal of all vehicular traffic, deterioration would be slowed. It is thought that the bridge could last for another 20 years under these circumstances.

Eventually the timber structure would become unsafe even for bike/pedestrian use. Then the sidewalk provided in the recommended bridge design would become the pedestrian access between the banks.

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*The river surrounds much of the property, the Forest Service is the abutting land owner on three sides (only the more distant east side is private), and abutting private land is in small residential parcels.

Coordination with Appropriate Agencies

The project has been and will continue to be coordinated with:

1) The Deschutes National Forest: Bend Ranger District. The Deschutes National Forest (DNF) owns all the land which would be required for the project under all the build alternatives except for one small parcel of private land on Alternative 1. They own and operate Big River Campground, and they were instrumental in formulating the alternatives, especially Alternative 2, the selected alternative; relevant correspondence from the DNF is contained in Appendix E. The final plans, access to the campground and other aspects of the road that affect the campground will all be carefully coordinated with DNF officials before proceeding to contract.

2) Deschutes County. The project is on the Deschutes County Federal-Aid system. The General Patch Bridge replacement project is being prepared on behalf of Deschutes County by the Oregon State Highway Division and the Federal Highway Administration. The county is a working partner in this preparation. The selected alternative has been chosen by the county.

3) National Park Service. This 4(f) Evaluation has been reviewed and coordinated with the NPS. Their comments are attached.

4) U.S. Fish and Wildlife Service, Corps of Engineers, Oregon Department of Fish and Wildlife, Division of State Lands. Various fish and wildlife, wetland and other riverine resource requirements demand coordination with these agencies. This coordination is not related to Section 4(f) concerns *per se* but rather to resource issues covered in the accompanying Environmental Assessment. Coordination has been sought in conjunction with processing that document.

Conclusion

This evaluation has shown that, while there are feasible alternatives, there are no prudent alternatives to the selection of Alternative 2.

Alternative 2 is favored by both agencies having on-site jurisdiction--Deschutes County, the originator of the project and the owner of the bridge, and the Deschutes National Forest, the sole owner of the required right-of-way and the owner and operator of the Section 4(f) property. The Forest Service views this project as being consistent with their plans for Big River Campground.

Alternative 2 is the least expensive alternative, especially with respect to the cost of the structure which must be borne predominantly by the county's federal-aid entitlement. Alternative 2 is a more direct alternative which has good alignment and requires the least out of direction travel for local and campground taffic. It requires the least right-of-way, has no direct effects on private property, and affects the least wetlands. It has been cleared for archaeological impact.

The National Park Service has reviewed the Draft Section 4(f) Evaluation and concurred in its finding.

Based upon the above considerations, it is determined that there is no feasible and prudent alternative to the use of land from the Big River Campground and that the proposed action includes all possible planning to minimize harm to the Big River Campground resulting from such use.

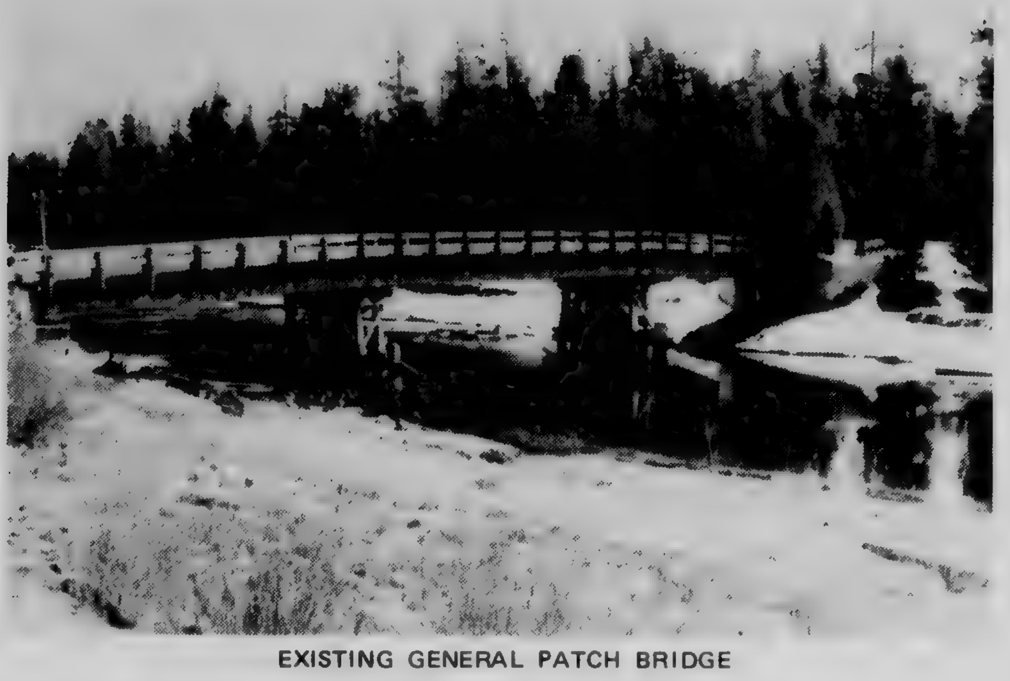
APPENDICES

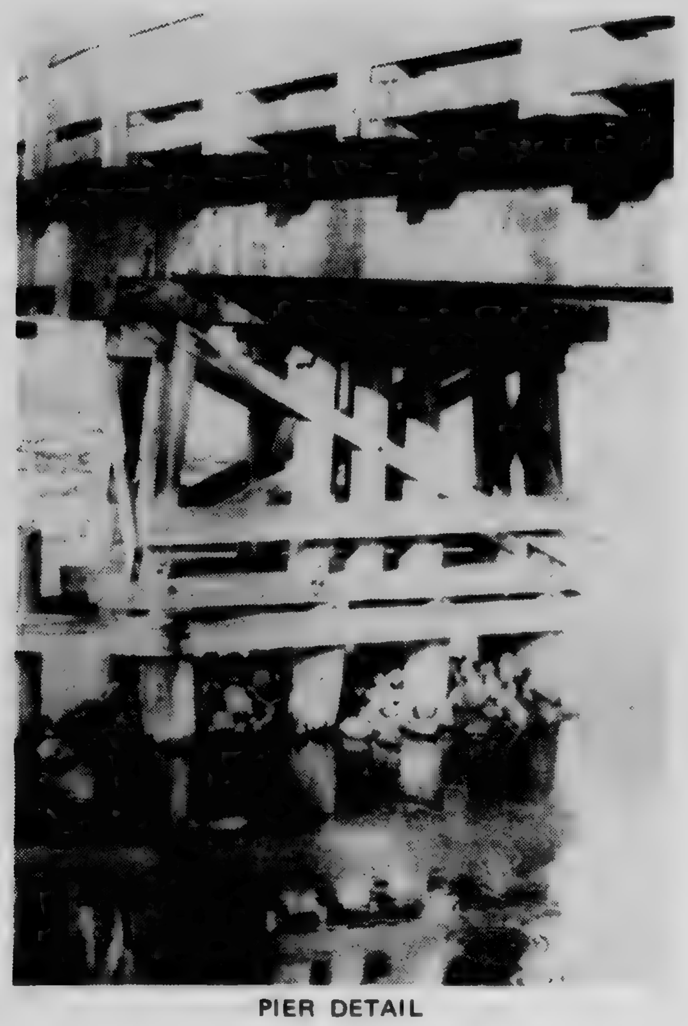
APPENDIX A:	General Patch Bridge Photos
APPENDIX B:	Supplemental Bridge Information: - History of the Existing Bridge - Need for a New Bridge
APPENDIX C:	Hearing Comments and Responses
APPENDIX D:	Assessment Review Comments and Responses
APPENDIX E:	Selected Agency Letters

APPENDIX A

General Patch Bridge Photos

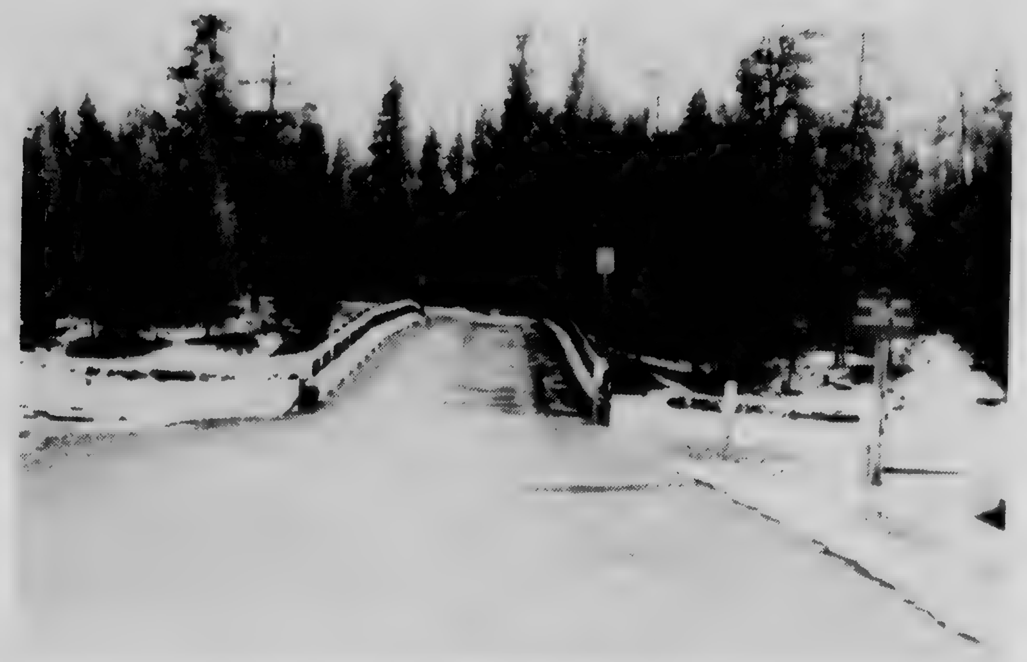
FIGURE A-1


EXISTING GENERAL PATCH BRIDGE

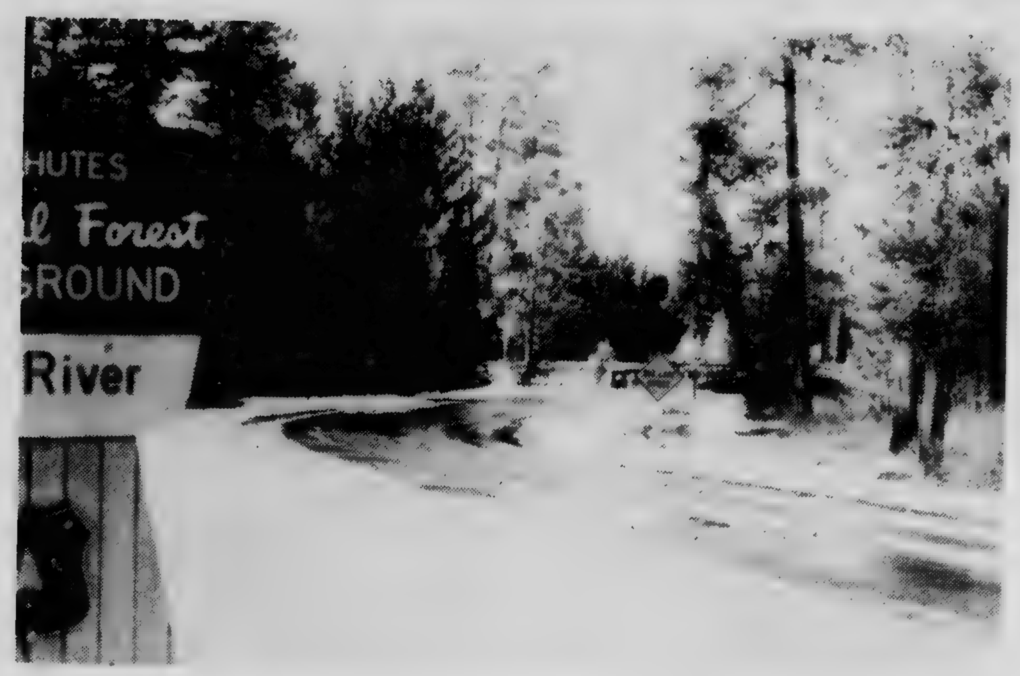

PIER DETAIL

DECK DETAIL

FIGURE A-2



EXISTING GENERAL
PATCH BRIDGE
ONE LANE
LOAD LIMITED

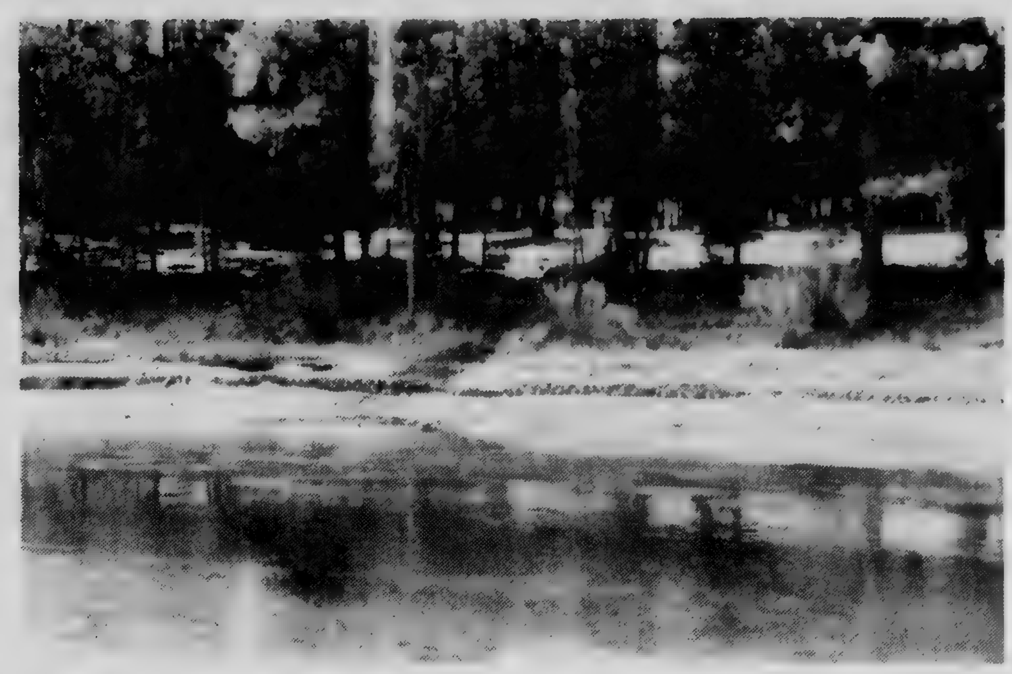

HUTES
l Forest
GROUND
River

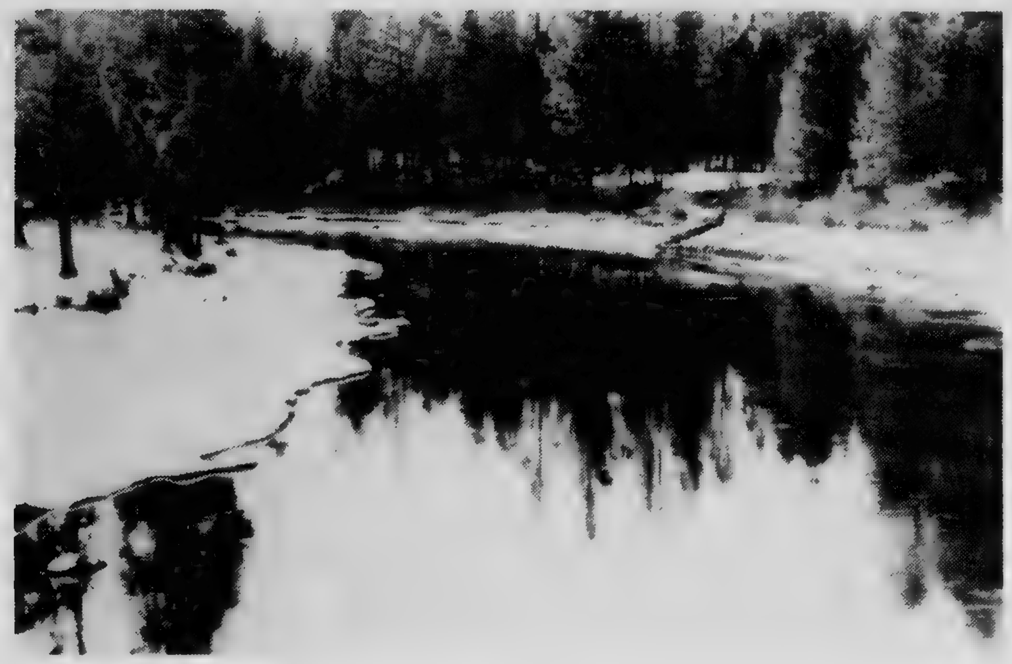
ENTRANCE TO BIG
RIVER CAMPGROUND
EAST BANK

ENTRANCE TO BIG
RIVER CAMPGROUND
WEST BANK

FIGURE A-3

ALTERNATIVE 2
CROSSING SITE





DESCHUTES RIVER
UPSTREAM FROM
EXISTING BRIDGE

DESCHUTES RIVER
DOWNSTREAM FROM
EXISTING BRIDGE

APPENDIX B

Supplemental Bridge Information:

- History of the Existing Bridge
- Need for a New Bridge

History of Existing Bridge

A bridge was first constructed at the site of the present bridge in 1923. Little is known of this bridge. In time, this bridge was condemned and a replacement structure was undertaken by the Forest Service in the fall and early winter of 1942. The Forest Service completed the piers and abutments a few days before Christmas. Subsequently, the U.S. Army Corps of Engineers, then stationed at Camp Abbot, added the superstructure in 1943.

In 1960-61 the bridge was again replaced by the Forest Service, with the present structure. The bridge was placed at the same location, using the existing piles where possible, though some were capped and spliced and a crib was built around their base. The superstructure was totally replaced, but the abutments were extended and reused. The reconstructed bridge also had metal running plates which were later removed by county maintenance.

The present bridge, then, appears to occupy the original crossing site but it is a third generation bridge having been rebuilt in the 1940's and 60's. In any case, history of the bridge notwithstanding, the existing bridge would remain under all alternatives. The selected alternative would be 500-plus feet away.

Need for a New Bridge

In addition to the alignment, specifications and general condition of the existing bridge, the following points should be noted:

-- Weight Limit and Timber Hauling: The bridge was load limited to 12 tons in 1974. Prior to that time, loaded log trucks used this route to move approximately 5 mmbf/year of timber to mills in Bend. Since then the volume of timber which would logically use this route has grown to 10-12 mmbf/year. This timber now uses a longer, less efficient route out of the forest by way of Ann's Butte and Sunriver. If the bridge was restored, an estimated 7 log trucks a day would make one round trip apiece for the 170 logging days of the season to take out this volume of timber. That would add 7 loaded trucks to the present 7 empties making the trip. This would save an estimated $150,000 to $180,000 compared to the present haul route for the projected timber volumes over the next six years.

The 12-ton load limit was further reduced to 8 tons by the county in June, 1982.

-- Fire Protection. Another need for a new bridge is for residential fire protection on the west side of the river. The nearest, and only, pumper/tanker is stationed east of the river near Thousand Trails. The present tanker carries 3,600 gallons of water, so the weight of the water alone exceeds the current bridge load limit. There are also plans for future replacement by a 4,400-gallon tanker. The detour now used is more than two times as long as the route would be by using General Patch Bridge. The detour is also fraught with uncertainty in winter when snow is not plowed over much of the required roadway. This limitation will become magnified over time with residential growth west of the river. Finally, the load limit on the present structure severely limits the effectiveness of County/Forest Service mutual aid agreements on both sides of the river in the project area.

-- Accidents. Though the actual accident experience on the bridge has been modest, a rather spectacular accident on 7-16-78 illustrates the accident potential of the present structure. On this day a visiting driver, in a van, pulling a loaded boat trailer, lost control of the vehicle on the approach to the bridge. The van zigzagged across the approach and the structure, struck the railing and plunged into the river, floating downstream. The trailer remained entangled in the guardrail, but the boat also landed in the river. The vehicle came to rest on the river bottom some 185 feet downstream from the bridge--where the driver and a passenger were picked up by a boater. Fortunately, the victims suffered only minor injuries. The boat came to rest against the bank about 1/4 mile downstream.

-- Maintenance. The present structure is dilapidated. A 1974 inspection by Oregon Bridge Engineering Company, an engineering consulting firm, estimated a 20-year remaining life on the bridge superstructure and 8 years on the timber piers (under continued use by vehicular traffic). More recently, timber piles, caps, and posts, which were test bored in November, 1980, all showed rot; some members were split, others had been penetrated by water and were wet; deflection was noted and the structure vibrated with the passage of trucks and cars. The deck also vibrates with crossings; the deck shows rot and leaks, and it has 1-2 inches of wear on 2 x 6 inch nailed, laminated deck members. In June 1982, the load limit on the bridge was further reduced by the County Commissioners to 8 tons.

APPENDIX C

Hearing Comments and Responses

HEARING COMMENTS AND RESPONSE

This discussion responds to some of the pertinent questions raised at the hearing.

COMMENT: People bought their homes in the area because it has a low-noise level.

RESPONSE: While, the area is now free of noise-generating loaded log trucks, this condition came about because load restrictions were imposed in 1974. This time frame also coincides with development of the area; therefore, the projected increase in noise levels appears to be more dramatic than would have normally occurred.

COMMENT: I favor the No-Build to assure the safety of school children during the school year and the safety of tourists in the non-school months.

RESPONSE: Continued use of the existing one-lane bridge without major reconstruction will perpetuate existing unsafe conditions for buses transporting school children and for tourists using South Century Drive. The County plan to upgrade the roadway in conjunction with the bridge replacement should promote safety for school children.

COMMENT: The two dozen logging trucks along with other trucks will make a lot of noise in the camping area where people want to relax.

RESPONSE: At the present time empty log trucks use the road to return to the forest; therefore, the forecasted peak year truck use of seven trips per day will only add about seven truck trips to the present usage.

The normal quiet times for camping occur in the evening and on weekends which is the off time for truck traffic; therefore, the conflict should be minimal.

COMMENT: The most dangerous part of the road is at the two curves east of General Patch Bridge.

RESPONSE: The area in question is outside the limits of the proposed project; however, the County plans to improve this section of South Century Drive after the existing bridge is replaced with a new, two-lane structure (see also Deschutes County letter, dated February 1, 1983, in Appendix E).

COMMENT: I would like to point out that the bridge that is there could be rebuilt since it was rebuilt in 1961.

RESPONSE: When the bridge was rebuilt in 1961, the piers and pilings were in usable condition; therefore, only the superstructure of the bridge was replaced.

In the intervening twenty plus years, the entire bridge, including the piers, has deteriorated to a point where repairing the bridge is no longer feasible. This fact was verified through a recent inspection wherein almost every member of the bridge was found to contain rotten wood that could not be reused in repairing the bridge.

COMMENT: Nobody has given us any actual cost of what it is going to take to rebuild that bridge to even its present state.

RESPONSE: During the initial evaluation of the project, it was determined that repair of the existing bridge was not feasible; therefore, a cost of repair was not computed. The evaluation further indicated that the continued use of a one-lane bridge with acute curvature on the approaches would not be compatible with the County's intent to upgrade South Century Drive.

Comparing the cost of a one-lane, wooden bridge to that of a two-lane, concrete bridge is not practical as a concrete structure has a 50-100 year life while a wood structure would only have about 25 years before it would need major repairs or replacement.

The cost of constructing and maintaining a one-lane, wood bridge for a 50-100 year period would be about $630,000, which is equal to the bridge costs on Alternative 2. The cost of constructing and maintaining a two-lane, wood bridge for a 50-year period would be a little over $1.0 million which is about $100,000 over the entire cost for Alternative 2.

COMMENT: General Patch Bridge represents one of the most outstanding scenic features we have in the county.

RESPONSE: The existing bridge would remain in place with any of the build alternatives. This plan should reduce the deterrent of placing a new bridge across the river.

COMMENT: Taking out part of a heavily used campground to build a new road cannot be justified.

RESPONSE: Alternative 2 is favored by the U.S. Forest Service in that it would compliment their plans for upgrading the campground. The new road would serve to separate the multiple uses of the recreation site or facility, i.e., camping, picnicking and boat launching.

No physical development is removed by the selected alternative.

COMMENT: The bridge seems to favor loggers practically to the exclusion of all others.

RESPONSE: The new bridge would benefit all types of traffic. The removal of the weight restrictions would, of course, benefit loaded log trucks the most. This same benefit would also assist fire trucks responding to calls west of the river as well as local delivery trucks transporting building supplies to the area.

COMMENT: Is there any guarantee that the federal funding will not be cancelled after the building of this bridge has been started.

RESPONSE: Once federal funds are committed to a particular project, there would have to be some very outstanding reason for the funding to be cancelled. If funding is not available, a construction contract would not be awarded.

COMMENT: I don't feel we need another freeway in Deschutes County.

RESPONSE: The Build Alternative plans includes a two-lane highway with a safe design speed of 55 MPH. The use of 12-foot travel lanes and six-foot shoulders cannot be construed as a freeway.

The proposed design is compatible with standards established for Federal-Aid Secondary Highways, the classification for South Century Drive.

APPENDIX D

Assessment Review Comments and Responses

Assessment Review Letters

ENVIRONMENTAL ASSESSMENT/DRAFT 4(F) EVALUATION REVIEW COMMENTS AND RESPONSES

A. George S. Whitman Letter- December 23, 1981

1. COMMENT:

Several of the sections in this environmental assessment seemed incomplete or in need of further explanation.

Page 1 -NEED

This paragraph is relatively short and does not express any critical "need" for an improvement of this type. Also this paragraph mentions that the bridge is a single-lane bridge, with an arched deck.

Specifically, the deck of this bridge is BARELY arched!! Vision is clear from one end of the bridge to the other. Also, there are several recreation areas in Oregon, namely Lake Billy Chinook which have one lane bridges with a much heavier volume of traffic.

A mention of the exact figures of traffic mishaps due to this bridge should be mentioned, since you name that as a reason of need.

RESPONSE:

The existing General Patch Bridge is in poor condition, is now now load limited to 8 tons, which cannot serve the normal range of traffic demand, and has inadequate width and alignment. The primary reason for replacement is the condition of the bridge and the corresponding load limit.

True, the deck is barely arched. Strictly speaking, it is not arched but arch-like; it uses a three-segmental deck configuration.

Traffic mishaps, and other additional reasons why the bridge is needed, are discussed in Appendix B.

2. COMMENT:

Page 6 - Paragraph 4, "Aesthetics would remain relatively unchanged."

This sentence is a total out and out fallacy. The aesthetics of this stretch of the river would be GREATLY impacted by the construction of a 2-lane 55 mph bridge, in an area that now has a one lane bridge with a load weight restriction. The noise would be increased by truck traffic and faster traveling cars, also the visual impact would be negatively affected by the new bridge.

RESPONSE:

Aesthetics is an abstract, subjective subject or experience which is aptly described by the phrase "beauty is in the eye of the beholder." We are not sure that traffic or noise are primary aesthetic components, except in an even more abstract sense. Anyway, traffic would not be greatly changed by a new bridge--the volume would remain relatively unchanged. Though the legal speed limit would become achievable, the absolute number of trucks would not increase greatly.

Noise would worsen compared to levels enjoyed for the last 9 years; since the imposition of the first load limit on the bridge. The visual impact could also be negative for campers and mixed for motorists, at least until revegetation occurs. It would be least for area residents. Whatever the range of visual impact, it would be changed for all--especially during construction and shortly thereafter.

3. COMMENT:

Since I am a property owner out in the area by this proposed bridge, I feel that consideration should be given to the impact this bridge would have on residents of the area. Children wait for the school bus now along Fall River Road, and I feel very strongly that truck traffic is not needed on this road. The safety of those children would be greatly jeopardized.

RESPONSE:

With the selected alternative, the entire project is situated on public land. No private property is directly affected. Children wait for school buses on roads throughout the State, many of them far busier than Fall River Road (South Century Drive) which is a collector with an ADT of approximately 350 vehicles. The peak truck hour is expected to have 11 trucks upon completion of the project, and 20 trucks by the year 2000.

This road is, and has long been, designated as a major county collector. Prior to 1974, trucks had unrestricted access to the roadway. Only advancing bridge dilapidation has restricted this access. The proposed project would remove this restriction.

4. COMMENT:

Also there is a Time Share campground on Fall River Road, called Thousand Trails. This is an attractive and expensive year round campground, which in the summer months has a heavy volume of trailer and camper traffic exiting onto Fall River Road, in an area of a curve in the road. Increased truck traffic would only increase the danger of accidents along this stretch.

Also, where South Century Drive comes into Fall River Road (by the old Vandervert homestead) there has always been several accidents a year. Just ask the Deschutes County Road Department how often their men have come out to put the "STOP" sign back up. This is where a two-lane road intersects with another two-lane road on a curve, and is already a dangerous intersection. Increased truck traffic in this location would pose a safety threat to an already dangerous spot.

RESPONSE:

The county is on record as favoring additional projects (overlays, curve realignment, minor betterments) as needed after the bridge is replaced. At this time, the bridge is the most apparent deficiency on the road (see also Deschutes County letter, dated February 1, 1983, in Appendix E).

5. **COMMENT:**

I have read the proposed Alternatives, and I feel that the most logical and inexpensive and beneficial alternative was not mentioned. That is: improve the alignment and approaches to the existing bridge. This would greatly improve any safety hazard at the bridge, while maintaining both campgrounds, and keeping this stretch of the river a unique, aesthetically outstanding spot in Central Oregon. Trimming of trees along the roadside would increase visibility to the bridge approaches, although I personally, do not think there is a problem there.

RESPONSE:

Depending upon your frame of reference, that is what is being done. The alignment and approaches would be improved, but not to the existing bridge, rather to a new bridge 5-600 feet upstream. The bottom line of this project is that the existing bridge must be replaced. It cannot be left alone and it cannot be repaired. It is too dilapidated to leave in service for vehicles.

6. **COMMENT:**

Fall River Campground is no alternative for the campground that would be taken out by the new bridge. People and kids who fish with bait, would not be attracted to a campground where only fly fishing is allowed. (Mentioned in Environmental Assessment, Page 2, Draft Section Evaluation, Big River Campground, U.S.F.S.)

RESPONSE:

Fall River Campground was not offered as an alternative to Big River Campground. It and 24 other campgrounds were simply mentioned to note other similarly used recreation facilities in the area/region.

Both recreation sites would be maintained with the proposed project. No physical development would be removed. Indeed, the Forest Service will expand the campground after the project is completed (see Forest Service letter, dated February 28, 1983, in Appendix E).

B. Paul S. Redding Letter- December 24, 1981

7. COMMENT:

It has come to my attention that the state is proposing to supplant the General Patch Bridge over the Deschutes River west of Sunriver with a new high speed two-lane bridge. Apparently, the only reason is to permit lumber trucks to use Century Drive and to provide them a higher speed access to the Cascades, even though they have several alternative routes at the present. Many of us in this area feel that this would be a case of the tail wagging the dog--a gross case of favoring a very special interest at the expense of a large number of general interests.

RESPONSE:

While the project would immediately serve the timber industry by allowing loaded lumber trucks to leave the forest via this route, the Forest Service calculates that this would only average seven loaded trucks a day for the wood cutting season. Many other interests are also favored by the project: school buses, fire trucks, delivery trucks, motor homes, and the general motoring public.

8. COMMENT:

First, the provision of a facility which would increase the amount of noisy traffic through a very fragile environment would be a disservice to the recreationist who is seeking peaceful, quiet surroundings.

RESPONSE:

Noise would increase. However, while increases are large, the resulting absolute noise levels would not be great. Year 2000 build noise levels, during the peak truck hour (the worst noise period) are projected to be 64 dBA at 50 feet from road centerline. Since the nearest campsite is 140 feet from the proposed roadway centerline, the worst projected campsite noise level would be about 59 dBA. This is 2 dBA above the Federal Highway Administration Design Noise Level Standard for Activity Category A: "Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet." Activity Category A is the most restrictive of all. The campground fits Activity Category B which has a design noise level standard of 67 dBA.

Furthermore, the dominant noise source is from heavy trucks, particularly log trucks and other commercial vehicles, which normally operate Monday through Friday during working hours--the time of least campground use and not traditionally the most critical time for serenity and quiet.

9. COMMENT:

Secondly, the provision of a high speed approach and crossing would set up extremely hazardous accesses from at least four intersecting roads now serving several hundred residents. At the present time, the one lane bridge, while not unduly hampering general travel, does slow traffic over a potentially dangerous stretch of road.

RESPONSE:

See response number 4.

10. COMMENT:

Third, the destruction of part of heavily used public campground is a very short-sighted move which would hurt the most economically viable activity in Central Oregon - recreation.

RESPONSE:

See response number 6.

11. COMMENT:

Fourth, even though the present bridge was to be salvaged as a foot bridge, its value as a quaint and picturesque historic survival would be severely affected. So authentic has been its charm that it has been used as the setting for several historic movies.

RESPONSE:

Please see p. 8 of the revised Environmental Assessment; see also Appendix B for history of the bridge, and see letter from the State Historic Preservation Office in Appendix E.

12. COMMENT:

Fifth, considering this day of cut back services and weighing the effects of the elimination of human and environmental accommodations against the economic advantages to the logging industry, many of us would find the expenditure of any tax dollars for this project very difficult to justify on moral grounds.

RESPONSE.

This is a federal-aid, secondary-county project. The project was requested and the preferred alternative identified and selected by the Deschutes County Commissioners.

C. U. S. Department of the Interior Letter - January 28, 1982

13. COMMENT:

SECTION 4(f) STATEMENT COMMENTS

We concur that there are no feasible and prudent alternatives to the use of some Section 4(f) land for the project. However, we cannot concur that all possible planning to minimize harm has been undertaken.

We do not disagree that preferred Alternative 2 and such measures to minimize harm that are described in statement can be somewhat beneficial to recreation in that the alignment would tend to aid in the resolution of "mild conflicts" between user groups. However, we strongly disagree with the determination that no mitigation at Big River Campground is necessary to lessen the noise impacts resulting from greatly increased heavy truck traffic (+60%) at a speed of 50 m.p.h. (+150%).

The statement (p. 6 of 4(f) document) admits that all but one of the fifteen campsites would be impacted by Alternative 2. Ten sites on the east bank will experience noise increase of 13-21 dBA and four sites on the west bank will have noise increases of 8-10 dBA. Since a campsite is considered adversely affected if it experiences a 10 dBA (100%) or greater increase in noise levels, the project not only requires the taking of 4(f) land for right-of-way but a much broader "use" of the 4(f) area for which no mitigation is planned.

The requirement under the second proviso of Section 4(f) that "all possible planning to minimize harm be done" does not mean addressing and then dismissing a narrow range of mitigating measures. The spirit and intent of Section 4(f) puts the emphasis upon all possible planning to minimize harm.

Accordingly, we believe it is essential that a good faith effort be made for abatement of the highway traffic noise by whatever means are deemed, in consultation with the Forest Service, to be compatible with the recreation uses. The National Highway Institute and the Federal Highway Administration have issued several publications dealing with noise abatement measures and noise barrier designs. Enclosed is a listing of some of these documents which could be shared with the Forest Service in selecting an appropriate noise barrier design. The final Section 4(f) statement should describe resolution of this matter with the Forest Service.

At a minimum, we recommend construction of an earth berm noise barrier, similar to that used by CAL-DOT on the US-101 Novato Bypass (page 32 of reference document 1). Then, in addition to seeding and mulching the slopes, shrubs and low-growing trees should be planted on the slopes, not only for their acoustical absorption properties but to serve as a visual screen (barrier) between the highway traffic and the campground use areas. We would suggest that this treatment be employed on both sides of the highway for a distance of 450-500 feet in the west bank area and for a distance of 800-850 feet in the east bank area.

RESPONSE:

Noise mitigation has been closely examined for this project and for the 4(f) land:

Traffic management measures, i.e., possible prohibition of truck use, vehicle time use restrictions, and lower traffic speeds were investigated in the Environmental Assessment. They are very impractical and they conflict with the purpose of the project.

The vertical and horizontal alignment are fixed by the river crossing, the selected alternative, and the placement of 4(f) development.

Sound walls would have very limited results. Noise level reductions would be compromised by openings in the wall for campground accesses and the river crossing. Sound wall noise reflections would result in higher noise levels on the opposite side of the highway (up to a doubling in noise levels with a perfect reflective surface). Sound walls would be very undesirable from an aesthetic viewpoint; in this setting, they would be in conflict with the scenic waterway and the forest. On this curved highway section with intersecting accesses, sound walls would create a potential danger for drivers and pedestrians by limiting sight distance. Sound walls would also create maintenance problems by reducing shoulder storage for sanding materials and snow and by restricting snow plows' room in which to plow snow from the roadway. Finally, walls would shade the highway surface causing and/or permitting the roadway surface to ice up in the winter, and walls would restrict the movement of deer and other wildlife from the roadway surface in cases of entrapment.

A GM barrier would be ineffective in reducing noise levels, as was noted in the text of the Final Section 4(f) Evaluation. It suffers many of the same shortcomings as the sound walls and it is too low to intercept most of the truck noise. The Forest Service also has requested that bronze colored guardrail be used to blend in better with the scenic setting.

Finally, earthen berms were investigated. They, too, would prove ineffective in mitigating noise increases for many of the same reasons that sound walls would not work. Noise level reductions would be compromised by openings in the berm for campground accesses and the river crossing. With sloping sides, berms would have even greater openings than walls. A ten-foot high berm shielding the east bank campground would result in a 4 dBA noise reduction. A 4 dBA noise reduction would not be perceptible in this context. Ten foot high berms would also create a need for borrow, which does not now exist. Bringing materials from the west bank to the east would be a problem with the existing load limited structure. Borrowing material on the east bank would lead to further 4(f) land disruption.

For additional relevant noise comments, see response 8.

14. COMMENT:

ENVIRONMENTAL ASSESSMENT COMMENTS

Page 11 states that project development will be coordinated with the Oregon Department of Fish and Wildlife Service. The final document should reflect this effort especially relative to timing and construction procedures for in-stream work.

RESPONSE:

The project has been coordinated with ODFW; the text has been changed to reflect that coordination. ODFW recommends that in-stream work be confined to the period October 15 through April 15. See other ODFW project recommendations in Appendix E.

15. COMMENT:

Page 12 notes that the project may include "potential wetland replacement" and Figure 6 shows a "potential wetland area if created by earth borrow." We support the development of this wetland area as it would lessen the unavoidable minor impacts to wetlands.

RESPONSE:

Wetlands impacts have been reduced with additional design work done for the selected alternative. Potential wetlands impacts are now estimated to total 0.15 acres. Wetlands replacement is proposed but not as originally suggested. See revised text and Figure 3 for details.

16. COMMENT:

Except for this one reference to earth borrow, we found no discussion of where borrow material would be secured and where excess spoil would be deposited. The statement should describe the planned borrow/spoil areas under preproject conditions, particularly in relation to flora, fauna, hydrologic and cultural resources. Impacts of the borrow/spoil operations should be identified and mitigation measures to be employed at these sites should be discussed.

RESPONSE:

A number of grade lines were examined for the project. These lines would have had different earthwork, noise, safety, wetlands, speed, curvature, gradient and navigational impacts. The present line is balanced over the entire project, hence no borrow or spoil quantities or sites are needed. However, surplus material from cuts on the west bank will have to be taken to required roadway fill sites on the east bank.

17. COMMENT:

FISH AND WILDLIFE COORDINATION ACT COMMENTS

Based on information available in the environmental assessment, we think that a Section 404 permit from the U.S. Corps of Engineers will likely be needed. As you know, the U.S. Fish and Wildlife Service (FWS) will review and comment on the application for such permit. FWS advises that it is unable to provide a tentative position about the permit at this time because the assessment lacks adequate information (site-specific location, design and measures to minimize harm) about the proposed 404 involvement (e.g., in-stream bridge construction, earth borrow area in floodplain (Figure 6), etc.).

In accord with our mutual understanding with DOT/FHWA, we urge that you coordinate as soon as such information is available with FWS, the Corps of Engineers, the Forest Service, OR-DOT, and OR-Department of Fish and Wildlife in resolution of facets relating to the 404 matter. The final environmental assessment then could describe decisions reached and any permit stipulations agreed upon. Any last minute delays in permit processing could thus be avoided.

RESPONSE:

We agree that a Section 404 permit is needed. FWS has been contacted for the required project coordination (endangered and threatened species, stream impacts, wetlands). Results of this coodination are presented in the final Environmental Assessment/ Final Section 4(f) Evaluation. Upon completion of these documents, a Section 404 permit will be requested from the Corps of Engineers, as is our standard procedure.

18. COMMENT:

SUMMARY COMMENTS

Given the recognized severe noise impacts upon the campground and the lack of a plan to mitigate these impacts, we believe the statement fails to meet the requirements of the second proviso of Section 4(f) and Department of Transportation Order 5610.1C. Therefore, we recommend that the final statement include a realistic approach to mitigating the noise impacts on the campground, as discussed above.

Contingent on the final Section 4(f) statement describing the project measures, which are agreed upon in consultation with the Forest Service, to mitigate noise impacts, the Department of the Interior offers no objection to Section 4(f) approval of the General Patch Bridge project.

RESPONSE:

Again, please see responses 13 and 8.

December 22, 1981

Dear Sir:

It seems to me, after reading the Environmental Assessment concerning the General Patch Bridge, that this document pretty well provides sufficient reason to forget building a new bridge, and rather to make necessary repairs on the old bridge. It says in this document that the bridge has no historical value - maybe not to the U. S. Forest Service or to the Highway Dept., but it certainly has to the thousands of people that live in this area, and I feel sure they would not like to see this fine old bridge replaced with some concrete monstrosity whose only purpose would be to provide higher load limits for 2 or 3 log trucks a day.

Sincerely,

Vernon R. Plass

Vernon R. Plass
17353 Guss Way
Bend, Oregon 97702

December 22, 1981

Dale D. Allen
Region Engineer
P.O. Box 5309
Bend, Oregon 97708

Dale Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

Mssrs. Dale D. Allen and Dale Wilken,

After careful review of the proposed improvement to the Deschutes River, (General Patch Bridge) South Century Drive (FAS B345), and after reading the Environmental Assessment which has been prepared by the Federal Highway Administration and Oregon Department of Transportation, I hereby submit the following comments for review by your department (s):

Several of the sections in this environmental assessment seemed incomplete or in need of further explanation.

Page 1 - NEED

This paragraph is relatively short and does not express any critical "need" for an improvement of this type. Also this paragraph mentions that the bridge is a single lane bridge, with an arched deck.

Specifically, the deck of this bridge is BARELY arched !! Vision is clear from one end of the bridge to the other. Also, there are several recreation areas in Oregon, namely Lake Billy Chinook which have one lane bridges with a much heavier volume of traffic.

A mention of the exact figures of traffic mis-haps due to this bridge should be mentioned, since you name that as a reason of need.

Page 4 - IMPACTS

This section is much longer and describes an area of much scenic beauty and also describes the Deschutes River as the focal point of the project. It seems clear, that the environmental impact of a 2 lane bridge on this location of the river, is much more negative, than the need for a bridge.

Page 6 - Paragraph 4, "Aesthetics would remain relatively unchanged."

This sentence is a total out and out fallacy. The aesthetics of this stretch of the river would be GREATLY impacted by the construction of a 2 lane 55 mph bridge, in an area that now has a one lane bridge with a load weight restriction. The noise would be increased by truck traffic and faster traveling cars, also the visual impact would be negatively affected by the new bridge.

Since I am a property owner out in the area by this proposed bridge, I feel that consideration should be given to the impact this bridge would have on residents of the area. Children wait for the school bus now along Fall River Road, and I feel very strongly that truck traffic is not needed on this road. The safety of those children would be greatly jeopardized.

Also there is a Time Share campground on Fall River Road, called Thousand Trails. This is an attractive and expensive year round camp ground, which in the summer months has a heavy volume of trailer and camper traffic exiting onto Fall River Road, in an area of a curve in the road. Increased truck traffic would only increase the danger of accidents along this stretch.

Also, where South Century Drive comes into Fall River Road (by the old Vandervert homested) there has always been several accidents a year. Just ask the Deschutes County Road Department how often their men have come out to put the "STOP" sign back up. This is where a two lane road intersects with another two lane road on a curve, and is already a dangerous intersection. Increased truck traffic in this location would pose a safety threat to an already dangerous spot.

I have read the proposed Alternatives, and I feel that the most logical and inexpensive and beneficial alternative was not mentioned. That is: improve the alignment and approaches to the existing bridge. This would greatly improve any safety hazard at the bridge, while maintaining both campgrounds, and keeping this stretch of the river a unique, aesthetically outstanding spot in Central Oregon. Trimming of trees along the roadside would increase visibility to the bridge approaches, although I personally, don't think there is a problem there.

There are many other bridges in the area available to the logging industry. It seems to me the Forest Service has some money to spend and felt this was the way to spend it, however there are many other areas in Deschutes County which are in need of improvement, while not placing a negative impact on the area.

Therefore I strongly urge that Alternative 4, "No Build" be chosen.

Fall River Campground is no alternative for the campground that would be taken out by the new bridge. People and kids who fish with bait, would not be attracted to a campground where only fly fishing is allowed. (Mentioned in Environmental Assessment, Page 2, Draft Section Evaluation, Big River Campground, U.S.F.S.)

This stretch of the river, and both campgrounds should be left in their existing state. It is a scenic spot in which there is absolutely no need for a new 2 lane bridge.

Respectfully submitted,

George S. Whitman

George S. Whitman
55383 Big River Drive, Bend, Oregon 97702

CC: Tom Throop
Governor Victor Atiyeh
Mr. Neil Hudson, Deschutes County Road Department

December 23, 1981

Mr. Gary A. Potter, Manager
Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter,

Attached please find my comments on the proposed improvement of the Deschutes River (General Patch Bridge) South Century Drive (FAS B345) Deschutes County.

There is much opposition to this project from the public --- we're hopeful that after careful review of this proposed project, the issue will be dropped.

We have asked Governor Victor Atiyeh to also review this proposal, and also to support those of us opposed to it.

Sincerely,

George S. Whitman

December 24, 1981

Mr. Garry A. Potter, Manager
Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter,

It has come to my attention that the state is proposing to supplant the General Patch Bridge over the Deschutes River west of Sunriver with a new high speed two lane bridge. Apparently, the only reason is to permit lumber trucks to use Century Drive and to provide them a higher speed access to the Cascades, even though they have several alternative routes at the present. Many of us in this area feel that this would be a case of the tail wagging the dog -- a gross case of favoring a very special interest at the expense of a large number of general interests.

First, the provision of a facility which would increase the amount of noisy traffic through a very fragile environment would be a disservice to the recreationist who is seeking peaceful, quiet surroundings. Secondly, the provision of a high speed approach and crossing would set up extremely hazardous accesses from at least four intersecting roads now serving several hundred residents. At the present time, the one lane bridge, while not unduly hampering general travel, does slow traffic over a potentially dangerous stretch of road. Third, the destruction of part of heavily used public campground is a very short-sighted move which would hurt the most economically viable activity in Central Oregon - recreation. Fourth, even though the present bridge were to be salvaged as a foot bridge, its value as a quaint and picturesque historic survival would be severely affected. So authentic has been its charm that it has been used as the setting for several historic movies. Fifth, considering this day of cut back services and weighing the effects of the elimination of human and environmental accommodations against the economic advantages to the logging industry, many of us would find the expenditure of any tax dollars for this project very difficult to justify on moral grounds.

Please kill this proposal before it goes any further.

Very truly yours,

Paul S. Redding

Paul S. Redding
7 Killdeer Lane
Sunriver, OR 97702

PSR/sw
attachment

cc: Mr. Dale Wilken, Federal Highway Administration
Dale D. Allen, Region Engineer, Bend, Or.
Tom Throop, State Representative, Bend, Or.
Neil Hudson, Director of Public Works, Bend, Or.
Mr. Walt Schloer, USFS, Bend, Or.

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Comment letter

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER 81/2513

JAN 28 1982

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
530 Center Street, NE
Salem, Oregon 97301

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Environmental Section

Dear Mr. Wilken:

This is in response to the request for the Department of the Interior's comments on the environmental assessment/Section 4(f) statement for replacement of the Deschutes River (General Patch) Bridge on South Century Drive in Deschutes County, Oregon.

SECTION 4(f) STATEMENT COMMENTS

We concur that there are no feasible and prudent alternatives to the use of some Section 4(f) land for the project. However, we cannot concur that all possible planning to minimize harm has been undertaken.

We do not disagree that preferred Alternative 2 and such measures to minimize harm that are described in statement can be somewhat beneficial to recreation in that the alignment would tend to aid in the resolution of "mild conflicts" between user groups. However, we strongly disagree with the determination that no mitigation at Big River Campground is necessary to lessen the noise impacts resulting from greatly increased heavy truck traffic (+60%) at a speed of 50 m.p.h. (+150%).

The statement [p. 6 of 4(f) document] admits that all but one of the fifteen campsites would be impacted by Alternate 2. Ten sites on the east bank will experience noise increases of 13-21 dBA and four sites on the west bank will have noise increases of 8-10 dBA. Since a campsite is considered adversely affected if it experiences a 10 dBA (100%) or greater increase in noise levels, the project not only requires the taking of 4(f) land for right-of-way but a much broader "use" of the 4(f) area for which no mitigation is planned.

We understand from the Forest Service District Ranger's comments, included in the subject document, that he has concurred with the selection of the preferred alternative and considers visual and noise impacts on campground users as ". . . one of the costs of the proposed alternative . . . ." We can only conclude that the District Ranger and the Oregon Department of Transportation may not be fully cognizant of the intent of Section 4(f). This conclusion is highlighted by the District Ranger's comment that, . . . avoidance of 4(f) requirements were not considered to be the overriding decision criteria in selecting the preferred alternative."

The requirement under the second proviso of Section 4(f) that "all possible planning to minimize harm be done" does not mean addressing and then dismissing a narrow range of mitigating measures. The spirit and intent of Section 4(f) puts the emphasis upon all possible planning to minimize harm.

Accordingly, we believe it is essential that a good faith effort be made for abatement of the highway traffic noise by whatever means are deemed, in consultation with the Forest Service, to be compatible with the recreation uses. The National Highway Institute and the Federal Highway Administration have issued several publications dealing with noise abatement measures and noise barrier designs. Enclosed is a listing of some of these documents which could be shared with the Forest Service in selecting an appropriate noise barrier design. The final Section 4(f) statement should describe resolution of this matter with the Forest Service.

At a minimum, we recommend construction of an earth berm noise barrier, similar to that used by CAL-DOT on the US-101 Novato Bypass (page 32 of reference document 1). Then, in addition to seeding and mulching the slopes, shrubs and low-growing trees should be planted on the slopes, not only for their acoustical absorption properties but to serve as a visual screen (barrier) between the highway traffic and the campground use areas. We would suggest that this treatment be employed on both sides of the highway for a distance of 450-500 feet in the west bank area and for a distance of 800-850 feet in the east bank area.

ENVIRONMENTAL ASSESSMENT COMMENTS

Page 11 states that project development will be coordinated with the Oregon Department of Fish and Wildlife Service. The final document should reflect this effort especially relative to timing and construction procedures for in-stream work.

Page 12 notes that the project may include "potential wetland replacement" and Figure 6 shows a "potential wetland area if created by earth borrow." We support the development of this wetland area as it would lessen the unavoidable minor impacts to wetlands.

Except for this one reference to earth borrow, we found no discussion of where borrow material would be secured and where excess spoil would be deposited. The statement should describe the planned borrow/spoil areas under preproject conditions, particularly in relation to flora, fauna, hydrologic and cultural resources. Impacts of the borrow/spoil operations should be identified and mitigation measures to be employed at these sites should be discussed.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

Based on information available in the environmenal assessment, we think that a Section 404 permit from the U.S. Corps of Engineers will likely be needed. As you know, the U.S. Fish and Wildlife Service (FWS) will review and comment on the application for such permit. FWS advises that it is unable to provide a tentative position about the permit at this time because the assessment lacks adequate information (site-specific location, design and measures to minimize harm) about the proposed 404 involvement [e.g., in-stream bridge construction, earth borrow area in floodplain (Figure 6), etc.].

In accord with our mutual understanding with DOT/FHWA, we urge that you coordinate as soon as such information is available with FWS, the Corps of Engineers, the Forest Service, OR-DOT, and OR-Department of Fish and Wildlife in resolution of facets relating to the 404 matter. The final environmental assessment then could describe decisions reached and any permit stipulations agreed upon. Any last minute delays in permit processing could thus be avoided.

SUMMARY COMMENTS

Given the recognized severe noise impacts upon the campground and the lack of a plan to mitigate these impacts, we believe the statement fails to meet the requirements of the second proviso of Section 4(f) and Department of Transportation Order 5610.1C. Therefore, we recommend that the final statement include a realistic approach to mitigating the noise impacts on the campground, as discussed above.

Contingent on the final Section 4(f) statement describing the project measures, which are agreed upon in consultation with the Forest Service, to mitigate noise impacts, the Department of the Interior offers no objection to Section 4(f) approval of the General Patch Bridge project.

Since we have a continuing interest in this project, we would be willing to cooperate on a technical assistance basis in further project planning and assessment. For matters relating to park, recreational, and cultural resources, please contact the Regional Director, National Park Service, Pacific Northwest Region, WESTIN Building, Room 1920, 2001 Sixth Avenue, Seattle, Washington 98121 (Phone: FTS 399-5565 or commercial 206-422-4235). For matters relating to fish and wildlife resources and 404 permit matters, please contact the Area Manager, U.S. Fish and Wildlife Service, 2625 Parkmont Lane, SW, Olympia, Washington 98502 (Phone: FTS 434-9440 or commercial 206-753-9440).

Thank you for affording us the opportunity to provide these comments and we hope they will result in protecting the integrity and public usefulness of the Big River Campground.

Sincerely,

Bruce Blanchard

Bruce Blanchard, Director
Environmental Project Review

Enclosure

cc: Mr. F. B. Klaboe
Director
Oregon Department of Transportation
State Highway Building
Salem, Oregon 97310

Enclosure

HIGHWAY NOISE ABATEMENT REFERENCES

1. "Highway Noise Barrier Selection, Design and Construction Experiences." FHWA Implementation Package 76-8. (Distributed by FHWA Bulletin of 10/14/76).
2. "Noise Barrier Design and Abatement Measures." FHWA and National Highway Institute, April 1974.
3. "Noise Barrier Design Handbook." FHWA Office of Research and Development, February 1976.
4. "Design Against Noise." FHWA Office of Research and Development, 1978.

APPENDIX E

Letter from Forest Supervisor
Deschutes National Forest

Letter from Department of Public
Works, Deschutes County

Letter from Bend Ranger District
Deschutes National Forest

National Park Service
Letter

State Historic Preservation Office
Letter

Oregon Department of Fish and Wildlife
Initial Project Recommendations

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UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
DESCHUTES NATIONAL FOREST
211 NE Revere, Bend, OR 97701

IN REPLY REFER TO
7720

FEB 28 1983

Mr. John R. Hagendorn
Regional Federal Aid Engineer
Dept. of Trans., Highway Div.- Region 4
P.O. Box 5309
Bend, OR 97708

Dear Mr. Hagendorn:

This letter will serve to document the Forest Service position relative to the Deschutes River (General Patch) Bridge. The Forest Service is fully aware of the requirements of Title 23, U.S. Code Section 138 generated by the Federal-Aid Highway Act of 1968 and the mandate that Section 4(f) places on FHWA. The Forest Service considered this mandate as well as the impacts the various alternatives would have on all the other natural resources in the area as well as the response of the public to the proposal.

The Forest Service remains fully supportive of Alternative 2 as the preferred alternative and previously stated in letters of February 2, 1981 and July 19, 1982 by District Ranger Walt Schloer.

Implementation of Alternative 2 will enable the Forest Service to manage the predominantly day-use activity generated by the boat launch facility as a separate entity from the predominantly overnight-use activity generated by the campground. There would also be a better defined and designed traffic flow for each user group with less chance of conflict. Alternatives 1 and 3 offer no such opportunity. This improvement in design will be somewhat offset by the increased noise levels experienced in the campground. However, the noise levels between 10 p.m. and 6 a.m. are not expected to change that much since primary road use and consequent noise levels generated by road traffic will be during daylight hours.

The value of the campground will increase as new approaches are developed to serve as access to the site. Visitor use is expected to remain about the same as in the past with annual use totaling approximately 7,500 visitor days use. Once the proposed campground addition is developed use will increase slightly overall because more people can be served during the peak of the recreation season.

Expansion of the Big River Campground is scheduled for the spring of 1985 at which time the designed capacity of the campground will be increased by 50 percent. The campground is by no stretch of the

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Environmental Section

imagination significant from National or State perspective. Some case for local significance might be argued because of its historical use as a camping site, but this occurred only because of its relative location to the river and the road and not by design.

In conclusion, the position of the Forest Service is that the selection of Alternative 2 is the most prudent choice of the alternatives evaluated because: (1) least cost, (2) minimal effect on wetlands, (3) best road alignment, and (4) offers the greatest opportunity to improve traffic flow and minimize user group conflict in the developed recreation site.

David G. Mohla

DAVID G. MOHLA
Forest Supervisor

DEPARTMENT OF PUBLIC WORKS
61150 S.E. 27th ST. • BEND, OREGON 97702
GENERAL SERVICES (503) 388-6581
ENGINEERING (503) 388-6591

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ENVIRONMENTAL
SECTION

FEB 8 [illegible]

Referred to Manager
Proj. Coord. Res. Coord.
Eng. Coord. Adm. Asst.
Sec. File

February 1, 1983

Mr. John Hagedorn
Federal Aid Engineer
Region 4
PO Box 5309
Bend, OR 97708

Dear John:

RE: Deschutes River (General Patch) Bridge, So. Century Drive

This correspondence is relative to a recent memorandum to Dale Allen from Gary Potter, Environmental Section, regarding additional clarification from Deschutes County on the above-mentioned project.

The two sharp curves he alludes to are scheduled to be eliminated with the construction of this portion along a new alignment. This work is scheduled to begin in late Spring. The new alignment affords a design standard of sixty (60) MPH.

One area of concern on So. Century Drive that we plan to reconstruct that poses a safety problem is the intersection of So. Century and Vandevert Road. This is planned in conjunction with the construction of the proposed new alignment which will eliminate the two 90° curves.

These projects are not within the General Patch Bridge contract limits. However, we feel the work we have planned to do will add immeasurably to the safety factor of Century Drive traffic.

We hope this information will assist you in your assessment, that this is a viable project. Also we hope we have clarified our position with regard to this project.

If we may be of further service to you please do not hesitate to call on us.

Sincerely,

Neil K. Hudson
Director of Public Works

NKH:CP:dd

Attachments

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
DESCHUTES NATIONAL FOREST
211 NE. Revere
Bend, Oregon 97701

FEB 2 1981

IN REPLY REFER TO
7720

Mr. John R. Hagedorn
Regional Federal Aid Engineer
Department of Transportation
Highway Division - Region 4
P.O. Box 5309
Bend, Oregon 97701

Dear Mr. Hagedorn:

In response to points raised in your inquiry of January 26, Alternatives 3 and 4 in our August 29, 1980 Environmental Assessment Report address the impacts of locating the alignment and bridge downstream from the existing bridge. They include higher construction costs, greater impact on residential areas, and greater impact on riparian habitat. It was also acknowledged there would be some benefits to recreation by such alignments; however, avoidance of 4(f) requirements were not considered to be the over-riding decision criteria in selecting the preferred alternative.

The preferred alternative separates the day use development or boat launch facilities from the overnight facilities which tends to give more effective utilization of the site. The impacts of the preferred alternatives on visuals and noise on the campground user was recognized as one of the costs of the proposed alternative. Access to the boat launch facilities is currently being planned from the east side of the river.

The existing and potential development on the west bank is not all that definite at this time. Current thinking is that in the future it would be developed for day use picnicking or some form of a group reservation site and for this reason we would want to maintain vehicular access via the old highway into the site.

Walt Schloer
WALTER C. SCHLOER, JR.
District Ranger

March 3 1849

United States Department of the Interior

NATIONAL PARK SERVICE

Pacific Northwest Region
Westin Building, Room 1920
2001 Sixth Avenue
Seattle, Washington 98121

IN REPLY REFER TO:
FPC 37-2

August 7, 1981

Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
Highway Division
412 Transportation Building
Salem, OR 97310

Dear Mr. Potter:

After reviewing the preliminary Environmental Assessment/Section 4(f) Evaluation for the proposal to replace the Deschutes River (General Patch) Bridge, in Deschutes County, Oregon, we have the following comments.

We note that the Forest Service has proposed a preference for Alternative 2 despite the impacts that that alternative will have on the Big River Campground. The beneficial effects of a separation of incompatible recreation uses is seen as a reasonable exchange for the loss of relative quite and tranquility at the campground.

In the section entitled "Measures to Minimize Harm" reference is made to the impracticality of acquiring replacement land, and it is stated that, "Mitigation, then will center upon minimizing impacts." The major impacts appear to be the visual intrusion and increased noise levels in the campground. Mitigation measures to minimize these should include planting or the creation of slopes upon which native vegetation would quickly reestablish itself. Relatively flat slopes, generously covered with top soil and initially seeded with native grasses, would be conducive to natural reproduction of native coniferous trees.

The stated "need" stresses safety and capacity restrictions as the primary reasons for bridge replacement. The need for higher highway speeds is not stressed. It would appear that the apparently increased noise level of the realignment would be sufficient to warrant consideration of a reduced speed zone in the campground area. The discussion on speed limitation could be expanded to show that restricting speeds in the campground area would be so detrimental to vehicular traffic flow that it would justify the proposed impacts upon campers.

We would like to congratulate your staff on the clarity of this document. Although we have expressed questions about the degree to which mitigation has been addressed, the material which is presented is done so in a clear and sensitive manner.

We trust these comments, which are not an official Department of the Interior opinion, will be of use to you in your planning efforts.

Sincerely yours,

A. Sidney Malbon

for Richard L. Winters
Acting Associate Regional Director,
External Services

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

November 22, 1982

PIETER DYKMAN
ENVIRONMENTAL SECTION
DEPT OF TRANSPORTATION
412 TRANSPORTATION BLDG
SALEM OR 97310

Dear Mr. Dykman:

RE: General Patch Bridge
South Century Drive
Deschutes County

We have reviewed the cultural resources report for the General Patch Bridge over the Deschutes River on South Century Drive. Our staff agrees that the bridge itself is nonhistoric and that no cultural properties, including archeological sites, will be affected by the proposed project.

If you have any questions, you can contact Dr. Leland Gilsen at 378-5023 or Elisabeth Potter at 378-5000.

Sincerely,

D. W. Powers, III
Deputy SHPO

DWP:LG/js

RECEIVED
NOV 24 1982
Environmental Section

Form 734-3122

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

United States Department of the Interior

NATIONAL PARK SERVICE

Pacific Northwest Region
Westin Building, Room 1920
2001 Sixth Avenue
Seattle, Washington 98121

IN REPLY REFER TO:
FPC 37-2

August 7, 1981

Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
Highway Division
412 Transportation Building
Salem, OR 97310

Dear Mr. Potter:

After reviewing the preliminary Environmental Assessment/Section 4(f) Evaluation for the proposal to replace the Deschutes River (General Patch) Bridge, in Deschutes County, Oregon, we have the following comments.

We note that the Forest Service has proposed a preference for Alternative 2 despite the impacts that that alternative will have on the Big River Campground. The beneficial effects of a separation of incompatible recreation uses is seen as a reasonable exchange for the loss of relative quite and tranquility at the campground.

In the section entitled "Measures to Minimize Harm" reference is made to the impracticality of acquiring replacement land, and it is stated that, "Mitigation, then will center upon minimizing impacts." The major impacts appear to be the visual intrusion and increased noise levels in the campground. Mitigation measures to minimize these should include planting or the creation of slopes upon which native vegetation would quickly reestablish itself. Relatively flat slopes, generously covered with top soil and initially seeded with native grasses, would be conducive to natural reproduction of native coniferous trees.

The stated "need" stresses safety and capacity restrictions as the primary reasons for bridge replacement. The need for higher highway speeds is not stressed. It would appear that the apparently increased noise level of the realignment would be sufficient to warrant consideration of a reduced speed zone in the campground area. The discussion on speed limitation could be expanded to show that restricting speeds in the campground area would be so detrimental to vehicular traffic flow that it would justify the proposed impacts upon campers.

We would like to congratulate your staff on the clarity of this document. Although we have expressed questions about the degree to which mitigation has been addressed, the material which is presented is done so in a clear and sensitive manner.

We trust these comments, which are not an official Department of the Interior opinion, will be of use to you in your planning efforts.

Sincerely yours,

A. Sidney Malbon

for Richard L. Winters
Acting Associate Regional Director,
External Services

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

November 22, 1982

PIETER DYKMAN
ENVIRONMENTAL SECTION
DEPT OF TRANSPORTATION
412 TRANSPORTATION BLDG
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Dear Mr. Dykman:

RE: General Patch Bridge
South Century Drive
Deschutes County

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If you have any questions, you can contact Dr. Leland Gilsen at 378-5023 or Elisabeth Potter at 378-5000.

Sincerely,

D. W. Powers, III
Deputy SHPO

DWP:LG/js

RECEIVED
NOV 24 1982
Environmental Section

Form 734-3122

The Oregon Department of Fish and Wildlife has no objections to the Deschutes River (General Patch) Bridge Project as outlined in the environmental assessment. However, we have compiled the following comments for your consideration.

It is unfortunate that the existing bridge cannot be replaced with an acceptable load tolerance bridge. If a feasible detour could be provided during construction, it appears that a new bridge at the present site would be more economical and less disruptive to the river, Big Creek Campground, and surrounding lands. Since this alternative has been ruled out, we will confine our comments to Alternative 2, the preferred alternative.

1. To minimize conflicts with recreation and fishery resources, as well as reduce sedimentation and turbidity the in-channel construction portion of the project should be timed to coincide with the low flow period of October 15 through April 15. River flows as low as 20 cfs occur during that period, while summer flows reach between 1700-2000 cfs.

2. Areas that require extensive fill and removal below ordinary high water, such as approaches and piers should be coffer-dammed to minimize river turbidity and sedimentation.

3. Freshly poured concrete should cure at least 24 hours before contact with the flowing river to avoid adverse fishery impacts.

4. Only clean non-erodable riprap should be used to armour vulnerable portions of approach fills.

5. Approach banks should have slopes not greater than 2:1 and all exposed soil should be revegetated to prevent erosion.

6. The Big River Campground boat ramp and associated parking area could be improved as partial mitigation for impacts associated with this bridge project.

We do not anticipate any major problems for terrestrial wildlife resulting from this proposed project. The preferred alternative (Alternative 2) has the least possible wildlife impact.

The opportunity to review and comment on this project is sincerely appreciated.

1175

STATE OF OREGON **INTEROFFICE MEMO**
HIGHWAY DIVISION

ENV 3

TO: Dale Allen, Region Engineer
Region 4

DATE: January 25, 1983

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Deschutes River (General Patch) Bridge
South Century Drive
Deschutes County

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 27 '83
REFER TO Schwartz
FOR
☒ Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File

NOTED
H. S. COULTER

Dick Arnold and Dave Carter of FHWA brought to me the review comments on the assessment and 4(f) Determination from their Region office. This is twice now that FHWA has refused to appprove the document because of the requirements of Section 4(f) and the concerns about the Big River Campground.

Before FHWA staff will take further action on this project, they want a letter from the Superviser of the Deschutes National Forest confirming the District Ranger's February 2, 1981 letter regarding concurrence in the selection of Alternative 2 as preferred alternative by the Forest Service. This letter will also need to included:

--how the implementation (construction and use) of Alternative 2 will affect the management of the Big River Campground by the Forest Service;
--statements on the effect Alternative 2 will have on the value and use of the campground;
--why the selection of Alternative 2 is the most prudent choice and how it will enhance campground use; and
--Forest Service plans for the campground.

In essence, the letter needs to spell out why the Forest Service favors Alternative 2, and what impact--beneficial as well as adverse--they perceive as resulting from Alternative 2 passing through the campground.

Another question FHWA has for the Forest Service is how the proposed road grade through the campground will separate conflicting uses at the boat launch and in the campground, given the proposed provision of a pedestrian/bicycle undercrossing of the new structure.

FHWA also requests clarification from Deschutes County on a hearing comment. This comment referred to two sharp curves in the road east of General Patch Bridge. Our response was that these curves lay outside the project limits but that they would be fixed at some future date, after the bridge replacement, by Deschutes County. FHWA now wants a discussion of safety on other parts of Century Drive and any additional information about resolving the hazard of the two sharp curves to the east of General Patch Bridge.

Contains Recycled

For your information I will recap our efforts to obtain FHWA concurrence on this project.

As you know, starting from the public hearing on April 7, 1982, the Deschutes County Commissioners selected Alternative 2 for construction on June 29. A Study Committee copy of the Revised Environmental Assessment/Final 4(f) Evaluation was then given to the FHWA on November 10. Review comments received from the Division Office, generally non-concurring in nature, are attached. Then, after reorganizing and strengthening the Alternative Selection and 4(f) Avoidance/Conclusion sections of the document, it was submitted to FHWA for approval on January 4, 1983. On January 19 we received the Regional Office review comments which are the subject of this memo.

FHWA has told us that securing the Forest Service letter and clarifying the several issues raised would not guarantee approval of the document. It seems that the County and the Forest Service do not understand the mandate that Section 4(f) places on FHWA.

Section 4(f) states that no project that uses recreation areas or parks shall be approved unless there is (1) no feasible and prudent alternative and (2) that all planning to minimize harm has been accomplished. Since there are feasible alternatives to the use of the campground, the responsibility is clearly on the agencies involved, (the Forest Service, County and us) to explain why Alternative II is prudent and the others are not. We have done all we can, I believe, to make the case for the Alternative and have fallen short. I am now asking that the Forest Service tell us clearly and at length why Alternative 2 should be the Selected Alternative.

Please note that the letter should be from the Deschutes National Forest Superviser, and not the District Ranger.

If this does not succeed, then I would suggest that the County consider modifying the project.

GAP:EE:dm

Attachments
cc: H. S. Coulter
E. S. Hunter
F. E. Terpin

TITLE 23, U. S. CODE

Sec. 138. Preservation of Parklands

It is hereby declared to be the national policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation shall cooperate and consult with the Secretaries of the Interior, Housing and Urban Development, and Agriculture, and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of the lands traversed. After the effective date of the Federal-Aid Highway Act of 1968, the Secretary shall not approve any program or project which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use.

FHWA

ENVIRONMENTAL DOCUMENT REVIEW

Project Name RS-13-345(2) General Patch Br.
Date 11/23/82
Document and Vol.# EA + 4(f)
(DEIS, FEIS, DND, FND, etc.)
Reviewer RR Arnold FHWA
Dave Carter
(Name and Title)

Page #	Paragraph	Line	--REMARKS--
41			As the document is now written we cannot concur with the conclusion that there is no feasible and prudent alternative to the use of 4(f) land from the Big River Campground. With the exception of the relatively minor additional costs estimated for alternatives 1 or 3, there are no other apparent reasons why these alternatives would not be feasible or prudent. Another feasible alternative not presented in the document is a modified alternative 1 which by accepting some reduction in the design speed the ROW taking of privite land could be avoided and there by reduce the project cost.

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

January 4, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Finding of No Significant Impact (FONSI)
Deschutes River (General Patch) Bridge
South Century Drive
Deschutes County
RS-B345(2)

Dear Mr. Wilken:

Enclosed is the Environmental Assessment/4(f) Statement previously approved for the subject project. It has been reviewed to reflect input received during the public and agency review period and documents the basis for project selection. I concur with the conclusion of the Environmental Assessment/4(f) Statement that no signficant impacts on the environment will result from implementing the proposed project.

In the study committee review of the Final Section 4(f) evaluation, your staff felt they could not concur with the conclusion that there is no prudent and feasible alternative to the preferred alternative, which requires land for the U.S. Forest Service's Big River Campground. We have supplemented the evaluation with clarifying language and facts to better support the conclusion that there is no prudent and feasible alternative.

If you agree, please make a separate written Finding of No Significant Impact (FONSI), incorporating the Environmental Assessment, as required by 23 CFR 771.121.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 5 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

Please return the FONSI when it has been signed for our use in notifying the state clearinghouse and the public of the decision.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:lb

Enclosures

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
F. E. Terpin
D. H. Moehring
Dale Allen
Cam Gilmour
Eb Engelmann

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: January 3, 1983

FROM: Gary A. Potter, Manager Gary
Environmental Section

SUBJECT: Revised Environmental Assessment
Deschutes River (General Patch) Bridge
South Century Drive
Deschutes County

The subject document in the form of a revised Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The document concludes that the project will not have a significant impact on the environment.

If you agree, please sign below and return same to this office. The Federal Highway Administration will then be asked to make the formal Finding of No Significant Impact (FONSI), as required by 23 CFR Part 771.121.

1-4-83
Date

ES Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

GAP:lb

Attachment

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
Dale Allen

1984 Deschutes R (General Patch) 9773
Bridge Sec, S Century Dr SW of
Sunriver. (grad, pav, and struc.) #1

7113

P

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 21, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Study Report
Item No. 00113
Project No. RS-B345(2)
Deschutes River (General Patch) Bridge Sec.
Deschutes County

Enclosed is a copy of the study report for the subject project to aid you in your evaluation to determine if the Finding-of-No-Significant-Impact (FONSI), when submitted, adequately addresses the proposed location/design.

I request reauthorization, upon approval of the FONSI, to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E Approval with no additional obligation of funds to commence this phase of work. Additional Federal funds will be requested when and if the need arises to justify an increase in preliminary engineering expenditure.

JLG:bks
Enc.

cc: Frank Terpin
Gary Potter
D.D. Allen (Region 4)
Ken Husby
General Files

1773

P

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 7

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: September 10, 1982

FROM: Frank E. Terpin
Location Engineer
F.E.T.

SUBJECT: Deschutes River (General Patch) Bridge
South Century Drive FAS B345
Deschutes County

Herewith a copy of the hearing study report for subject section that was prepared by the Highway Division for Deschutes County. The report includes a recommendation for advancement of Build Alternative 2 by official action of the Deschutes County Commissioners. The U. S. Forest Service, one of the main principals of the project, concurs with the recommendation.

If you concur with the recommendation, please approve the report and return it to me for further distribution.

FET:DB:ge
Attachment

9-14-82
O.K. ESH.

RECEIVED
SEP 15 1982
LOCATION SECTION

RECEIVED
TECHNICAL SERVICES
SEP 13 '82
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

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PROJECT SUMMATION

ENVIRONMENTAL IMPACT SUMMATION

HEARING COMMENTS AND RESPONSES

HEARING TRANSCRIPT

ALTERNATIVE MAP

RECOMMENDATION

The Deschutes County Commissioners at their June 29, 1982 meeting made the decision to recommend construction of the Deschutes River (General Patch) Bridge along the Alternate 2 alignment.

The reasons used for this decision were:

1. The alignment will meet county arterial highway standards;
2. The existing bridge can be utilized for pedestrian access between campgrounds;
3. The alternative has minimum impact on wetlands; and,
4. Campgrounds modifications will minimize impacts from traffic.

In addition to the above reasons, there are numerous other benefits to be gained by recommending a build alternative. For instance:

1. Traffic needs will be reasonably served until the year 2000;
2. Local fire protection vehicles will have a reduced response time to points west of the river;
3. Transportation of children to and from school will be safer;
4. Functional use of South Century Drive will be restored to all types of vehicles; and,
5. Future energy consumption will be reduced with a shorter route.

The U. S. Forest Service also concurs in the Commissioners' recommendation.

HEARING SUMMATION

A public hearing was held for the Deschutes River (General Patch) Bridge Section at 10:00 a.m. on April 7, 1982 in Room 'A' of the Deschutes County Court House Annex in Bend. Officials from the county presented three Build Alternatives and a No-Build Alternative to the thirty persons in attendance.

The hearing input included 18 persons presenting verbal testimony at the hearing along with 34 persons submitting written comments subsequent to the hearing. One of the written comments was in the form of a petition containing 37 signatures.

All but one of the persons presenting verbal testimony favored a No-Build Alternative. Many of those favoring the No-Build, also indicated that the existing bridge should be repaired, maintained or replaced, but that a new two-lane 55 MPH roadway and bridge was not necessary.

The written comments included seven persons favoring a Build Alternative, four favoring Alternative 2 and three indicating no choice of Alternative. The No-Build Alternative was favored by seven persons with no indication of a need for rebuilding the existing bridge. The remainder of the comments favored reconstruction or replacement of the existing bridge at its present site.

Conclusion

A majority of the testimony, while appearing to favor the No-Build Alternative, would also favor reconstruction or replacement of the existing bridge at or near its present location.

PROJECT SUMMATION

Replacement of the General Patch Bridge is a segment of Deschutes County's plan for upgrading South Century Drive, a Federal-Aid Secondary County road.

South Century Drive functions as a collector road providing access to local residents as well as providing access to the southerly portion of the Deschutes National Forest, including areas such as Twin Lakes, Wickiup Reservoir, Pringle Falls and Crane Prairie Reservoir.

Since 1960, when the bridge was partially reconstructed, most of the bridge piers and beams have deteriorated to a point where repairing the bridge is no longer feasible. In an effort to correct these deficiencies, officials of Deschutes County and the U. S. Forest Service propose to replace the bridge with a modern concrete structure. In addition to the bridge replacement, the proposal included plans to correct the substandard roadway alignment on both the left and right bank approaches to the structure.

Three Build Alternatives and the No-Build Alternative were evaluated for the replacement project. Each of the Build Alternatives would include a new 41-foot wide concrete bridge having two 12-foot travel lanes, 6-foot shoulders and a 5-foot pedestrian walkway. The new approach roadways would vary in length from 3,800 feet to 6,000 feet depending on the alternative. The safe design speed for the Build Alternatives would be commensurate with the route classification (Federal-Aid Secondary County).

Following is a brief description of the three Build Alternatives and the No-Build Alternative, additional data is available in the Environmental Assessment for the project. The location of each alternative is depicted on the map at the end of the report.

Alternative 1

The new 310-foot bridge for Alternative 1 would be located about 600 feet downstream from the existing structure. About 3,800 feet of new roadway would be required to connect the bridge to the existing road. New approaches would be constructed to intersecting roads and to Big River Campground. Acquisition of one parcel of private property would be necessary and could result in the displacement of a mobile home. The estimated cost for the project is $1,117,000.

Alternative 2 (Recommended Alternative)

The new 220-foot bridge for Alternative 2 would be located about 500 feet upstream from the existing structure. The 4,400 feet of new roadway needed to connect the bridge to the existing road would bisect the Big River Campground. No private property would be required for this alternative as the proposal is entirely within the Forest boundary. The estimated cost for the proposal is $920,000.

Alternative 3

The new 240-foot bridge for Alternative 3 would be located about 2,600 feet upstream from the existing structure. About 6,000 feet of new roadway would be needed to connect the bridge to the existing road. All the right-of-way for the proposal would be within the forest boundary. The estimated cost for this proposal is $1,002,000.

No-Build Alternative

The No-Build Alternative would retain the existing substandard bridge and alignment. Normal roadway maintenance and bridge repair would continue; however, the repair costs would be considerably higher due to the advanced deterioration of the existing bridge.

Perpetuation of the one-lane bridge would not be compatible with the County's plan for upgrading the entire route.

Additional Alternatives

Another lesser alternative considered was the replacement of the bridge in its present location. This alternative was not advanced as it would continue the inadequate and hazardous alignment approaching the present bridge.

ENVIRONMENTAL IMPACT SUMMATION

This segment of the report is intended as a brief summation of the impacts that would be inherent to each alternative. Additional documentation is available in the Environmental Assessment prepared for the proposal. The extent and nature of the impacts vary with each alternative and consist of six basic regimens (social, economic, natural environment, air quality, noise and impacts to the campground).

Social Impacts

The primary social impact for all alternatives would accrue from the need to convert forest and private lands to roadway uses. Alternative 1 would require acquisition of some private property which could result in the displacement of one mobile home. The remainder of Alternative 1 and all of Alternatives 2 and 3 would be across Forest Service land.

Some visual impacts will occur from the introduction of a new roadway in an otherwise tree-covered area, and from the construction of a new bridge over the river. Proper landscaping or treatment of the roadway slopes and choice in bridge designs would tend to minimize this impact. The existing bridge would be left in place for bicycle and pedestrian uses which would further reduce the social impacts.

Economic Impacts

The Build Alternatives would result in both beneficial and adverse impacts, while the No-Build Alternative would result in negative impacts.

The primary benefit from the Build Alternatives would result from the removal of the load limits which restrict the usage of the route. This would allow the transport of timber products over the shortest, most economical route to markets in Bend. Removal of the limits would also reduce the response time of fire trucks bound for areas west of the river and could even serve to reduce fire insurance costs in some cases. Removal of the load limits would assure the continued passage of school buses and, in fact, would make their passage safer.

Improvement of the bridge approaches coupled with a two-lane bridge should reduce the potential for traffic accidents.

Funds expended for construction of the project would include money spent in the local economy. These funds, through the multiplier effect, would circulate through the economy several-fold paying for additional goods and services.

The major adverse impact of the Build Alternatives would result from the conversion of forest/recreation land to transportation uses.

The No-Build Alternative would enjoy few if any beneficial impacts. It would, on the other hand, continue to perpetuate the present adverse impacts resulting from the restricted load limits. For instance, loaded log-hauling trucks and fire prevention vehicles would have to continue use of circuitous routes to reach their destinations. A further reduction of the load limits would restrict and possibly curtail the passage of school buses. The accident potential on the approach roads would remain and could possibly worsen with increased future traffic. The bridge would be subject to continued higher-than-normal maintenance costs.

Natural Environmental Impacts

The Build Alternatives would result in several localized impacts to the natural environment. These would include the intrusion of a new roadway into a tree-covered area, intrusion of bridge piers into the Deschutes River, displacement of wetlands and intrusion into the floodplain by roadway fills.

The No-Build Alternative, by virtue of not having any new construction, would not impact the natural environment.

Air Quality Impacts

Air quality in the project vicinity is excellent and would continue so with any of the alternatives. There would, however, be a temporary downturn of this quality during the construction phase of the Build Alternatives. Proper use of sprinkling and other dust palliatives would keep the downturn to an absolute minimum.

Noise Impacts

Each of the alternatives would result in some increases in noise levels, particularly to Big River Campground. Removal of load limits on the bridge would allow heavy truck traffic to use the road, leading to the return of higher noise levels. The increase in noise levels would not have been so drastic if the load limit had not been placed on the bridge in 1974. Placement of this load limit has created a false sense of a rural atmosphere in the immediate area of the bridge as well as on the road leading to the bridge.

Big River Campground Impacts

Big River Campground, a Forest Service recreation site, occupies both banks of the river south of the existing roadway and bridge. Activities include camping, picnicking, boating, fishing, swimming, hiking and nature study. An intermix of these activities creates conflicts within the campground as well as conflicts with traffic along the existing road between the two areas.

Alternatives 1 and 3 would have only a slight impact on the campground. Retaining the existing bridge for pedestrian/bicycle usage would allow an intermix of some activities between the two areas. Motor vehicle traffic, on the other hand, would be forced to use a circuitous route to attain the same purpose.

Alternative 2 would be in accord with the Forest Service's tentative plans to upgrade and expand the campground. The Alternative would also serve to segregate certain uses, such as camping, day use and boating.

General Impacts

The Build Alternatives would restore the functional use of the road, i.e., provide a safe, functional route to serve all the designated uses of the forest land.

The No-Build Alternative would continue to restrict use of the road and could restrict this use even further if the load limit is reduced in the future (recently reduced to 8 tons from the 12 ton limit).

HEARING COMMENTS AND RESPONSE

This portion of the report is intended to respond to some of the pertinent questions presented at the hearing.

COMMENT People bought their homes in the area because it has a low-noise level.

RESPONSE Agreed, the area is free of noise-generating loaded log trucks; however, this unnatural condition came about because load restructions were imposed in 1974. This time frame also coincides with development of the area; therefore, the increase in noise levels appears to be more dramatic than would have normally occurred.

COMMENT I favor the No-Build to assure the safety of school children during the school year and the safety of tourists in the non-school months.

RESPONSE Continued use of the existing one-lane bridge without major reconstruction will perpetuate existing unsafe conditions for buses transporting school children and for tourists using South Century Drive. The County plan to upgrade the roadway in conjunction with the bridge replacement should also promote a degree of safety for school children.

COMMENT The two dozen logging trucks along with other trucks will make a lot of noise in the camping area where people want to relax.

RESPONSE At the present time empty log trucks use the road to return the the forest; therefore, the forecasted peak year truck use of seven trips per day will only add about seven truck trips to the present usage.

The normal quiet times for camping occurs in the evening and on weekends which is the off time for truck traffic; therefore, the conflict should be minimal.

COMMENT The most dangerous part of the road is at the two curves east of General Patch Bridge.

RESPONSE The area in question is outside the limits of the proposed project; however, the County plans to improve this section of South Century Drive if the bridge is replaced with a new, two-lane structure.

COMMENT I would like to point out that the bridge that is there could be rebuilt since it was rebuilt in 1961.

RESPONSE When the bridge was rebuilt in 1961, the piers and pilings were in usable condition; therefore, only the super-structure of the bridge was replaced.

In the intervening twenty plus years, the entire bridge, including the piers, has deteriorated to a point where repairing the bridge is no longer feasible. This fact was verified through a recent inspection wherein almost every member of the bridge was found to contain rotten wood that could not be reused in repairing the bridge.

COMMENT Nobody has given us any actual cost of what it is going to take to rebuild that bridge to even its present state.

RESPONSE During the initial evaluation of the project, it was determined that repair of the existing bridge was not feasible; therefore, a cost of repair was not computed. The evaluation further inindicated that the continued use of a one-lane bridge with acute curvature on the approaches would not be compatible with the County's intent to upgrade South Century Drive.

Comparing the cost of a one-lane, wooden bridge to that of a two-lane, concrete bridge is not practical as a concrete structure has a 50-year life while a wood structure would only have about 25 years before it would need major repairs or replacement.

The cost of constructing and maintaining a one-lane, wood bridge for a 50-year period would be about $630,000 which is equal to the bridge costs on Alternative 2. The cost of constructing and maintaining a two-lane, wood bridge for a 50-year period would be a little over $1.0 million which is about $100,000 over the entire cost for Alternative 2.

COMMENT General Patch Bridge represents one of the most outstanding scenic features we have in the county.

RESPONSE Granted, the area near the bridge has some scenic features; however, the existing bridge would remain in place with any of the Build Alternatives. This plan should offset any deterrent of placing a new bridge across the river.

COMMENT Taking out part of a heavily used campground to build a new road cannot be justified.

RESPONSE	Alternative 2 is favored by the U. S. Forest Service in that it would compliment their plans for upgrading the campground. The new road would serve to separate the multiple uses of the campground, i.e., camping, picnicking and boat launching.
COMMENT	The bridge seems to favor loggers practically to the exclusion of all others.
RESPONSE	The new bridge would benefit all types of traffic. The removal of the weight restrictions would, of course, benefit loaded log trucks the most; however, this same benefit would assist fire trucks responding to calls west of the river as well as local delivery trucks transporting building supplies to the area.
COMMENT	Is there any guarantee that the federal funding will not be cancelled after the building of this bridge has been started.
RESPONSE	Once federal funds are committed to a particular project, there would have to be some very outstanding reason for the funding to be cancelled. If funding is not available, a construction contract would not be awarded.
COMMENT	I don't feel we need another freeway in Deschutes County.
RESPONSE	The Build Alternative plans includes a two-lane highway with a safe design speed of 55 MPH. The use of 12-foot travel lanes and six-foot shoulders cannot be construed as a freeway. The proposed design is compatible with standards established for Federal-Aid Secondary Highways, the classification for South Century Drive.

PUBLIC HEARING

GENERAL PATCH BRIDGE

10:00 a.m., April 7, 1982

Deschutes County Board of Commissioners Chairman Clay Shepard stated that this hearing is for the purpose of receiving testimony with regard to General Patch Bridge.

Shepard: We will begin the meeting by asking Mr. Hudson, Director of Public Works, to give us some background information and following that presentation, we will open the meeting to public testimony. I will mention now and try to remember to remind you that when you speak, be sure and give your name and address for the record. We have to take a verbatim record of what transpired during this hearing.

Neil Hudson: This public hearing today is for expansion of the Environmental Assessment. The Environmental Assessment was done back in November of 1981. There was input from that that raised a lot of questions. There was some additional information put out addressing some of those and I will try to hit the high points of those questions, those remarks that people had on the project. I should explain, too, today, the hearing today after we are finished with the input here today, we will close this portion of the hearing and we will allow written statements to be submitted either to the State or the County, the Commissioners or Public Works, we will keep that open until the 16th of April. We have a lot of diagrams that are exhibits here today that people probably have looked at - they've been up since 9:00 o'clock for the public to look at and we'll be speaking to those.

One of the questions that was raised was the history of this bridge. I think from its name everyone assumes that the famous General Patch built this bridge back one hundred years ago or whatever and that's where it came from. But that's not the case at all. The bridge was originally built in 1923 and very little is known about that bridge. We've asked where we can and not too much is known about it. The bridge was replaced by the - replacement was started by the Forest Service in 1942 and the Army Corps of Engineers helped finish it up in 1943. That bridge, then, was in need of replacement and the Forest Service replaced it again in 1960-61 putting up pretty much a new super structure, all they used of the old one was some piers, pilings, and that sort of thing - mostly pilings that were below the water structurally were built solid. So the bridge as you see it today what is most visible above the water, is all new in 1960-61 reconstruction.

The existing bridge, for whatever historical value it has will be left in place with the new project. The new project, all three alternatives, go around this location and the bridge will be left at that location for pedestrian, bicycles to cross back and forth between the two different campgrounds. The current weight limit of the bridge was reduced from truck loads where logging trucks and all those kind of things could go over - the big trucks could go over - was reduced down to 12 tons in 1974. At that point, the bridge could no longer take loaded logging trucks nor can it take the fire engine that is located east on Century Drive back across to serve the area west of there. So they have to go a very circuitous route around through public ways and what have you - takes about twice as long they estimate - to respond, that's in the good weather. In bad weather they may not be able to respond at all if the public ways back there are not snowplowed. It would be very difficult to get back to it.

Accident history at this location is very modest. There hasn't been a lot of accidents. There's one very spectacular accident occurred in 1978 when a van lost control going into the river - was towing a boat and the boat ended up floating down the river - made all the papers and everything. It points out the potential for accidents and the curvy road approaching it, one lane of the bridge - you've got to be careful to negotiate so you get there and your timing is such so you don't meet somebody head on on the bridge.

This existing bridge is in constant state of deterioration. It's got a lot of rot to it. The load limit reduced - like I said - in 1974 to 12 tons - we estimate in about five years we'll have to reduce that load limit to zero tons and that's to close the bridge. At that point we'd have to do something. If we don't get trucks and car traffic off of it, it's a combination of rot and the loading of it with trucks and cars that causes the deterioration. Trucks really shake the bridge - literally shake it to death is what will happen ultimately.

One thing I should mention is there's been a lot of concern over two items here that are related. Some people think we should take the money that we're going to rebuild the bridge with and overlay Century Drive - basically between this bridge and Montgomery Bridge to the east. These funds are FAS funds that are committed for the bridge and so, for the most part, in fact why don't I give those numbers now - 88% of the money would come from the Federal Highway Administration under their FAS Program which is $550,000, the State would pick up 6% - $40,000, and the County would also pick up 6% - $40,000, for a total of $630,000. The Forest Service will do the approaches on both sides of the bridge which is separated from the bridge itself and that cost of $290,000 and they would pay for all of that. Those funds are committed just at that location. Now to overlay the road going back to Montgomery Bridge to the east is a separate issue. We are proposing in proposed budget for 1982-83 in the Road Fund is proposing to overlay and realign a portion of that road. That's this section in here - removing these two 90's and straighten this out and overlaying and widening the road some over to Montgomery Bridge where the road has been widened and improved over in that section.

Maybe I should speak to the three different alignments - Alternate 1 is this line that goes up around this way. It takes off here at Riverside Drive and will go through a private property at this location and wipe out a mobile home at that point.

Alternate 2 goes through the campground - that's this one here going through the campground - this side there is some campground over here on this side. It will go through the middle of the campground on the Alternate 2 what that will let us do - on the southerly side in here, will separate the boat launching area and the day-use area, the day-use area will be on the easterly side of the new road and all the campgrounds will be on the west side of that road. There will be a connecting road back under the bridge superstructure where they will be able to not get out on to the main - on Century Drive and be able to connect between the two park campgrounds. All the campsites - it's intended to replace all the campsites lost by this new roadway and there'll be new campsites so there'll be no net loss of campsites at this location.

Alternate 3 swoops down through here, goes through a lot of forest land or timbered forest - it's all Forest Service land. Alternates 2 and 3 and this is the forest boundary and so on and the same up here so all this part here is in Forest Service land. Alternate 3 goes through a lot of wet land, its getting a vaguest impact on the wet land for fish and game and wildlife. It has the biggest impact on that through the areas adjacent to the river, plus there will be a lot of logging of timber out of there to get the road through there.

There's a whole issue that I've addressed here dealing with logging of timber that is west of this location, west of this bridge, west of the river, that the logging in this whole area just a whole big issue of logging trucks on it so Bill Martin of the Forest Service will get up and give you a presentation on that complicated issue and he understands it better than I do.

Bill Martin: We have two situations here on the maps shown here. One shows the existing condition the way the logging trucks are hauling now, and one shows the condition if we put the bridge in what would happen. Up till about 1974, there were about seven trucks per day hauling out over the General Patch Bridge. In 1974, what happened is that the Bridge was reduced in load limit so that the loaded trucks took a different route out. They cut across at Pistol Butte and go up to the road that goes across Hopper Bridge by Sunriver. That's this route here. I'm only talking about seven trucks per day. What happens now is that the unloaded trucks, when they're empty and they're piggy-backed, come back on the highway and go in across the General Patch Bridge. If the bridge were built, the traffic would split, those seven trucks that are existing now plus our forecast for the next six years so that that traffic would double so we're talking about somewhere around 12-14 loaded trucks per day would use the General Patch Bridge. The difference in hauling costs to do that, in other words, the costs that we would charge the loggers so we allow in our timber sale, would be about $22,000 per year. Somewhere around $150,000 in that six-year period, just for maintenance costs that we would charge. That shows some of the economics involved within some of the total volumes. The amount of timber hauled out is close to 50 million board feet in this period or about 10-12 million per year. That's millions of board feet of timber. That makes a truck worth about $1,000 to $2,000 depending upon the type of timber per truckload. So even the number of trucks doesn't sound like too much, it's still talking about an awful lot. Neil, that's all I have now.

Neil Hudson: There's a question. That's seven round trips. Seven trucks going in there and pick up their loads and coming out each day is what we're talking log trucks.

Unidentified: According to your assessment you say there's 48 trucks per day going out in 1980.

Bill Martin: That's all commercial traffic.

Shepard: Why don't we wait and get the questions later.

Bill Martin:	The truckloads I'm talking about here is the loaded volume truck and actually when you say how many trucks there are just double that because you have the empty going in and the loaded truck coming out and then this other traffic on the roads.
Neil Hudson:	That's seven loaded logging trucks, or seven trucks going in and coming back out is what we're talking about. We've come out, we've logging trucks coming back out over that. I think you're right, the assessment has a total number of trucks from all users is what the assessment has in it. One other point that has to be covered with this hearing here today is right-of-way relocation assistance. If Alternative 1 is chosen we would get into that position. So Harold Brainerd is here from the State and he will speak to that, address that issue.
Harold Brainerd:	The Federal Highway Administration requires a statement regarding the relocation activities on a route be formally read and presented. The hearing being held today is to afford interested people the opportunity to express their views regarding the general routing of this bridge relocation. The additional right of way necessary for the construction of the bridge relocation will require the displacement of one mobile home on Alternate No. 1. Other alternates required lands from U. S. Forest Service ownership only. Two leaflets, "Acquiring Land for Highways" explaining how the State obtains land for highways and "Moving Because of the Highway?", explaining the 1970 Uniform Relocation Act, which provides a number of benefits available to people who must move because of the highway, are available at the meeting today, and I urge you to take both with you and read them carefully. These procedures would be followed by Deschutes County. For further assistance, if there are questions, the address of the local Bend Right of Way Office is included in the leaflets. To become eligible for any of the benefits outlined in the leaflet, "Moving Because of the Highway?", people who must move have to be occupying the property when the County starts the negotiation process and the property must be purchased by the County.

Other than the monetary benefits described in the relocation leaflet, relocation assistance advisory services will be available to all who fall within the scope of eligible persons, as I have just outlined. These services are intended to assist in the relocation process and lessen its impact.

Payment procedures involving the monetary benefits of the relocation law require the completion of an act whether it is moving, acquiring a new dwelling or renting a new dwelling. Once the act has been completed a claim is submitted to the County and payment will be made approximately two weeks after receipt of the claim. In those cases where a true hardship does exist conditional payment can be made prior to completion of the act.

Detailed studies dealing with the requirements of those to be moved from the right of way and the availability of suitable replacement housing will be made by the County and reviewed by the Federal Highway Administration prior to the displacement of a single individual from the proposed right of way. When these studies produce evidence that a shortage of replacement dwellings does exist, it does not automatically eliminate that alternative from consideration. State of Oregon and FHWA laws and procedures provide a means to supply the necessary housing through many and varied procedures.

Let me stress that the County is required to comply with all State and Federal laws in its arrangements with people occupying property to be incorporated within the right of way. No one can be displaced until comparable replacement housing is available. No property owner will be asked to move until he has been paid for his property or the money has been deposited in the registry of the court.

Thank you.

Shepard: Do you have more information, Neil?

Neil Hudson: No I think that pretty well concludes the - our presentation. We're here to answer any questions. I'll slide this back out. You can get behind it then.

Shepard: I'm trying to - do you want to answer the questions before the public testimony or afterwards?

Neil Hudson: If you have some questions, we could answer those or maybe they'll - you know, if they have the same questions.

Commissioner Young: Take public testimony.

Neil Hudson: Maybe I should explain before you get into that. We can answer questions and stuff here today. We don't really want to get into a big debate. We have three proposed alternatives here, and this is the input hearing to get more information to expand the environmental assessment before we can make a choice to determine which way we're going to go. Actually, there's four alternatives - the fourth one's a no-build alternative. Today we want people to make statements, get their input into the process so we understand better not what their problems are and address those before we make a choice.

Shepard: I think, perhaps, the correct procedure then would be to go ahead and, you've heard the explanation what the proposal is. I think, perhaps, most of you are familiar with it. So at this time, then, we'll go ahead and open it up to public comment. We would ask if you would come to the speaker's stand, state your name and address for the record please. So at this time, we'll invite public comment. Anybody care to speak?

Ray Johnson, 55434 Hiermen Drive I'd just like to go on record as stating that the people that live in that area bought their homes and their property because the area has a low-noise level. The accident record proves that the situation as existing there is pretty safe for kids and the campground is also involved. A lot of people bought and live in that area and I'd just like to go on record as saying that I'm for the fourth opposition here of no bridge to assure the safety of the school children in the school years and the safety of the tourists in the non-school months.

Shepard: Thank you, Mr. Johnson. Yes ma'am.

Dorothy Hogue, 55177 Lazy River Drive We don't live right down there on the river but we do use that river. Friends of ours and relatives of ours use that river. We bought it because its a quiet area, a low-traffic area. Kids can't go down there on their bicycles and on foot and everything if there's a freeway through there. We have a two-lane bridge with a bunch of trucks - that's going to make a lot of noise in the camping area that people want peaceful and quietness. You know, they want to be relaxed in there. How can you be relaxed with two dozen logging trucks and other trucks other traffic come through on a two-way bridge? It doesn't make any sense. The existing bridge will still be there for foot traffic, bicycle traffic only. Okay.

People like to camp without commercialism. We have very few campgrounds anymore you can camp without doling out five bucks. That kind of takes all the pleasure out of it whether you can afford it or not. These are, more or less, free campgrounds at the moment. What other campgrounds do we have in that area? We have some down on the LaPine Rec Road, they're day campgrounds. That's not where we're at. Okay, if those trucks want to detour while they repair the existing one-lane bridge which also reduces the speed of the traffic there, they can detour right up to Spring River and Sunriver. Three roads go through there. That one-lane bridge gives us a lower speed and more safety for our children. I think that's most of what I've got. Speed control, I think, is effective with that one-lane bridge, it wouldn't be with a two-lane bridge.

Shepard: Thank you. This gentleman over here.

Steve Sheldon, 55339 Big River Drive: I'm in favor of Alternate 4 - building no bridge whatsoever. My feelings and most of my neighbors that we've talked with certainly echo the feelings of the first gentleman who spoke and the lady who followed relative to the noise level. Park in that area and especially I would say the children and the school buses that use the county road, Fall River Road would be tremendously endangered. At this time, may I have a point of clarification to ask a question of Mr. Hudson?

Shepard: Okay.

Steve Sheldon Mr. Hudson, did I hear you right that these federal funds would have no bearing whatsoever on repairing the overlay of the road two miles east of the bridge?

Neil Hudson: That's correct.

Steve Sheldon: And from Mr. Hudson's own figures about the low, very, very low - modest, in fact - accident rate, I don't see we're going to do anything but increase that accident rate with a tremendous amount of truck traffic on that small road. I think the money very certainly be, very obviously be more well spent if Mr. Hudson's department would 1) continue to maintain the General Patch Bridge that we have, add additional speed limit signs and warning signs that it is a one-way traffic bridge, and equally important to all of that repair the obvious error that was done by your department when you overlayed that road a couple years ago. In conversations with you personally in your office, you scoffed at us when we said

Shepard: Please confine your comments to the subject at hand.

Steve Sheldon:	Well, we feel that all the money that the county would have to lay out would certainly be better used to maintain that bridge and signs, etc., and the road leading up to it. It would be safer for all.
Shepard:	Thank you sir. Yes, sir.
Bob Burgen, 55755 Chief Paulina Road	I'm about a mile or mile and a half from General Patch Bridge. I own three rental units right on South Century Drive closer to General Patch Bridge and I realize that there are children - a considerable amount of them in there now - that are on the highway. However, I have been living there for many of those 15 years and I have seen considerable accidents, mainly if I can find it, right here. My personal opinion is that is the worst thing that is out there, the most dangerous. There's also been accidents on General Patch Bridge and I'm here to say that beings I don't live there, is no reason for me to say "yes" or "no" to General Patch Bridge. I'm more concerned with those corners and the danger that is involved out there. The roads are bad, granted, and if that bridge is going to have to be replaced six years down the line, which is probably going to cost a lot more then, but I would like to go on record and say I'm neither for or against but I'm more concerned about that section there, which, I assume, is going to go along with this whole project. Thank you.
Shepard:	Thank you, sir. Yes, ma'am.
Sharon Whitman, 55383 Big River Drive	Which is this street right here. They have it Riverside Drive but it's Big River Drive. And I would like to say that I'm for Alternate 4, for no-build. I think that increased truck traffic on Fall River Road would pose more of a dangerous situation then now exists. One of the reasons is because there's a membership campground - Thousand Trails - which has a lot of very heavy camper and trailer traffic that exit onto Fall River Road during the summer months. And I think that the increased truck traffic would pose a very dangerous situation to these campers. Also, there are children that catch the school bus along that route. Also, right now, there are across the existing bridge before you get to it, there are big signs that say one-way bridge and this tends to slow the traffic down in an area where people are entering and exiting those campgrounds. And, if the traffic was allowed to go 55 miles an hour there, I think that there would be more potential for dangerous accidents. People see those signs and they do slow down. Also, people that bought lots out in that area, a lot of the lots as you can see along the Deschutes River, especially down in this area, and up in this area here, and those people paid top dollar for their property, because it's quiet and it's riverfront property and it's in a resort area. I would also like to

point out to you that those campsites down there now attract people from all over the state. They come here because of the setting, because it's quiet, it's peaceful, and it is a setting that cannot be duplicated anywhere else on the Deschutes River. There is - I've kind of researched this a little bit - and there's no place along the Deschutes River in the State of Oregon where there is a setting like this one. And I don't see why every crossing on the river has to have a steel and concrete bridge. I think that some things should be left in there rural, naturalness because they do attract tourists and they do bring people into our area. Also, I would like to point out that I think that the bridge that is there now could be rebuilt, probably, since it was rebuilt in 1961. I think it could be rebuilt again and I think that because it is a one-way bridge I don't think it's that dangerous. There are two one-way bridges across Lake Billy Chinook. And I have to admit that the visibility across those one-way bridges is a little better but they do have heavy truck traffic and, as you know, Lake Billy Chinook is a very big recreational area. I also think, I'm not positive, but I'm almost sure that some of the fire trucks can go across that bridge. And I also think that the fire trucks from the LaPine Fire Station which is on South Century Drive can go across that bridge. I would also like to point out that there's another very dangerous intersectio where South Century Drive comes into Fall River Road and it's just right by the Vandervert Homestead. And I would like to ask Mr. Hudson if he knows exactly how many times the Road Department has come out and put up that stop sign because people knock it down right now just with cars. It's where South Century Drive comes into Fall River Road on a curve and the visibility, you cannot see. And if logging trucks or any other heavy trucks were going around that, I'm sure there would be much, much accidents there. And I don't think that curve can be - you'd have to completely redo the road to take that curve out. I have a picture here. This particular picture is in the Sunriver calendar but it has been other places. This picture was shot from General Patch Bridge looking upstream to where Alternative 2 would be visible in that scene, if it were allowed to be built. This scene would no longer be this way. People come and they photograph this. People from all over the United States. And I don't think that building a two-lane bridge is going to be of any benefit to people that come here to get away from traffic and people that come here to enjoy the scenic beauty of the area. Also I think that you should consider the residents that live out in this area. They pay county taxes and they use that road every day and I think they're the ones that are going to be impacted the most should this bridge be allowed to be built. I think that the logging trucks and other trucks can use Spring River Road. It is not that far out of the way. I also feel that they can use Wickiup Junction Road and the Pringle Falls Bridge - that is not that far out of the way. Either one of those roads will take you to basically the same area in the forest. And again I would like to say that I don't think taking out part of the campground - I don't think building a bridge and taking out part of the campground that is very heavily used - I don't think the bridge could be justified. If those campgrounds aren't there, people wander around unauthorized camping areas. People - they say in the Environmental Assessment that Fall River campground was not far away and it could be used should part of this campground be taken out, but I would like to point out that Fall River Campground has fly fishing only and I don't think that people with kids would go there because kids like to throw a worm and fish with bait. I would again like to stress that the setting that is on this stretch of the river - the Deschutes River in the Environmental Assessment mentioned is a focal point of this project. Almost every other crossing of the river has a steel and concrete bridge and I don't see why you cannot leave something in its natural beauty for other people to come in and enjoy. That's all I have to say.

Shepard: Thank you very much. Yes, sir.

David M. Dantley, 56711 Mooner Drive: I feel very strongly that the General Patch Bridge represents one of the most outstanding scenic features we have in the county. Replacing that bridge would impact one of the county's largest industries - tourism. I work at the Sunriver Nature Center as their manager and during the summer I receive many comments about the scenic beauty of that area. If you put a 55 mph bridge through there, people would simply miss it. As it stands right now, that represents an end point - that is, people drive there specifically to recreate even though you circumvent the bridge and leave it intact people will simply not see it. Sharon - Mrs. Whitman was correct in stating that it does draw tourists to our county - that sort of thing. I don't feel that we need another freeway in Deschutes County. People come here to leave that sort of thing behind. I'd like to comment briefly on the safety record - a road that is going to be faster in construction and has got to represent a actual loss to the safety record. I don't see how it could be improved. There was fire control mentioned as a benefit - I think it was a 3600 gallon tanker would be able to - does cross the bridge now, you could increase that capacity to 4400 gallons - is that correct?

Neil Hudson: 3600 gallon tanker now, the weight of the water alone exceeds the capacity of the bridge.

Unidentified: Neil, one of those tankers, I believe, represent initial attack fire control.

David M. Danley: So for these reasons I recommend a fourth option - a no-build.

Shepard: Thank you, sir. Yes, sir. The gentleman right in front.

Paul Redding, 7 Killdeer Lane, Sunriver I can't see the logic on destroying a built-in Chamber of Commerce asset that we have on Century Drive by putting a high-speed heavy-traffic bridge across to destroy the whole character of the drive itself. This drive represents tremendous amounts of money economically. I heard about Century Drive long before I moved up to this area as being one of the most beautiful scenic drives in the United States. I can't see the logic of destroying the character of it for a special interest. When you are destroying the interests of the general public and also destroying a great economic asset.

Shepard: Thank you, sir. Yes, the gentleman in the back.

Jack Broadley, 56271 Stellar Drive All people that we've heard testimony from here today are more concerned with themselves then anybody else. They ignore the fact that across that bridge there are a lot of people, a lot of residents in that area that are serviced by that bridge. And I'm a member of the LaPine Fire Department and we're not supposed to cross that bridge with our fire equipment. And I don't know how these people that live in OWW for instance think that they're the only ones that should be allowed fire protection because when you get somewhere into River Forest Acres those people don't have any means for fire protection. And we do have to respond with a tanker truck in all those areas to any fire, because we don't have water available on the pumpers by themselves to take care of a structure fire. And people talk about leaving the bridge - that's beautiful. I want to see it stay there, but we are going to have to, in the future, have a bridge across the river. And Alternative 3 there, would actually affect a fewer amount of people - residential and otherwise. People talk about rebuilding the bridge that's there now. Well, it was rebuilt in 1961 - that's a longevity of 21 years and the cost is going to be terrific if we have to rebuild that now and then in 20 years, rebuild it again. People talk about Century Drive. All right, how are they going to use Century Drive if there isn't a bridge there. Because as it was stated before, the traffic is going to have to be cut off at the bridge in a few years if something isn't done. Fall River campgrounds and things will be unavailable from that area. They'll have to go clear around through Sunriver and that way. These people don't walk the traffic passing their houses. If the traffic has to go through Sunriver, Spring River, and in that area, all they're going to do is put traffic on people for the same reason that they had. So what are you going to do? You can't stop progress. And sooner or later we're going to have to have that bridge across there. So I'm all for it and I think Alternative 3 is the answer.

Shepard: Thank you, sir. Yes, sir.

Charles Harger, 16783 Brenda Drive I want to go on record to say, to start with that I'm in favor of Measure 4 also. I believe in progress but I also believe in putting priorities in their proper order. The biggest concern that I have that argued against #4 was the fire problem. I think, though, that we could compensate with a smaller tank vehicle - one of the pumpers, or something like that that could carry enough water to do the initial counteraction of a fire - structural fire. I think that there are ways around building a new bridge as to the fire problem there. We talk about the campground, I know a fellow personally, he and his wife, they're an elderly couple that have been coming to that campground every year since before the bridge was put there. There has actually been a lot of camping in that area prior to when the bridge was put there. So it's going to have an impact on people that come - and this person lives in Las Vegas, believe it or not, and he comes up every year for this, so and that's only one person that I know that uses that campground. It's used quite extensively. Another thing that I hadn't really seriously considered until Mrs. Whitman mentioned it was the corner at the Vandervert Homestead. That is a corner that is going to be impacted by our heavier traffic situation and out logging truck traffic through there. That corner is very dangerous just like it is right now. I have two kids that drive and that's the one place in Central Oregon that I worry about them driving the car. As far as us in the Fall River area, we in the Fall River area trying to defray the traffic to the Spring River area I don't think there's a lot of fact in that. The Spring River area road now is carrying that traffic. There are also a lot of commercial property along that area. Fall River Road, the only thing that is close to being commercial is Thousand Trails.

Spring River there's all kinds of businesses along there with falls right in line with this kind of a situation. I'm not sure (end of tape, side 1)

it is shown on the maps as many alternatives. This rebuild for the bridge, I'm not sure. Nobody has given us any actual cost of what it's going to take to rebuild that bridge to even its present state now, so I can't really qualify any comparison there. If I had those figures, at least a rough number - does anybody have the figures that it takes to rebuild the bridge to its present state? Irregardless. I just have to say that I don't think that I would like to see the bridge in . . . and, there are no accidents or a very few accidents, except in this specified area, this sharp S corner here which is definitely a problem one I hope and we all hope, will be straightened out here before too long. Because everybody is driving slow, it is a dangerous area right in there and if we open that up and make it more straight we're going to speed traffic up in there. Aside from all that, the Feds are going to help us fund this with 88%. 88% of a little over a million dollars is $900,000 - that might not seem like much in the eyes of a project of this size, but I think if we all put a little effort towards saving the Feds from having to spend any money maybe we can get things back under control. Thank you.

Shepard: Yes, sir.

George Whitman, 55383 Big River Drive: My choice is Alternative 4, which is no-build, for the following reasons: there would be a negative impact on the river and the environment surrounding this new bridge. There would also be mention of an impact on Thousand Trails which I'm sure everybody is familiar with. There's a noise and safety factor with the children around there and people that come and camp and whatnot, fish. And there also are, as has already been said, several stretches of road that are pretty dangerous now that would be more dangerous with more traffic. There are other one-way bridges in the State of Oregon. It could probably be improved a little bit with the approach but it seems like people do pretty good up around Billy Chinook and whatnot. There are other routes that logging trucks can take. I think a solution to this would be to improve the alignment without affecting the environment too much in repair of the existing bridge. Thank you.

Shepard: Thank you, sir. Yes, ma'am.

Stacey Brown, 55449 Gross Drive: My son rides his bike up and down South Century Drive going from his different friend's house on each side of the road and we go for afternoon rides up and down that street which is the logging trucks are coming through there, you know, when we do that. I know I walked around yesterday with a letter getting people's ideas on what - if they were for the bridge or against it and throughout Fall River Estates, Oregon Water Wonderland I and Oregon Water Wonderland II and some of the other homes in the area I ran into one person, a logger, who was for it and they all signed my letter. It just seems to me that we should have the say so of what goes on by around our homes. Thank you.

Shepard: Thank you. Yes ma'am.

Nancy Hamilton, 16884 South Century Drive: I have never seen an accident except for cars slide off a little on an icy day going faster than they should. It seems to me that this section of road here isn't being stated that it is coming or that we intend it to come later on in the next couple of years. Is that correct? It's not really -

Neil Hudson: It's proposed for the 1982-83 budget.

Nancy Hamilton: Proposed in the budget but not yet. Well, for a couple of years if the new bridge was completed, we'd have log trucks coming and using those corners still. And perhaps not ever get those roads straightened out. The road could be straightened out without the new bridge, I assume, too, if it's considered that those corners are bad enough for it. But, I am against the no-build, or for the no-build proposal #4 also. And, mainly for these things - in your impact statement it says that the aesthetics would be affected very slightly which is correct depending upon who is looking at it. We spend a lot of time down standing on the bridge just watching. There's a lot of wildlife. Some great herons, huge birds, that you see right where you are planning on building the bridge, especially at Alternative #2. But, in spite of all that, I'm also very much against spending the money. As to what the gentleman said whether the Federal Government's paying for it, whether the County is paying for it, we're paying for it. And at this point, we don't have the money to be paying for it. You take from there you're putting it - you're taking it from some place else. There's not enough money. Everybody knows that in government. So by going with Alternative #4 you're actually doing everybody a favor. Not just ourselves.

Shepard: Thank you. The gentleman in the front row.

Darrell Robinson, 6 Bachelor Road, Sunriver I wrote some pros and cons on this and I'd like to get straight in my own mind what I thought the problems would be connected with it. Now, everything I've written there's an answer. In the conclusion - my own conclusion was, I said that - as a matter of fact, I'm for the no-build argument #4. The bridge seems to favor loggers practically to the exclusion of all others. When other routes are available and are in use this definitely does not seem like a practical undertaking due to the environmental impact on the area and the present economic condition. If the money should be appropriated for location - if the money [illegible] appropriated which apparently it has been. Now I wasn't positive whether the money could be used for other reasons, apparently it cannot. It's appropriated for this particular project. But, if that's the case, I believe the money should be appropriated and used in our areas where there are higher priorities needed. Thank you.

Shepard: Thank you.

Paul Tinny, 17289 Harlequin Dr, Water Wonderland II I'm in favor of #4 also at the present time until some facts can be put out to us so the people that live out there. In all this information that was put together, why was there no quotes made as to what it would take to replace the bridge to handle fire trucks and keep it in its natural state? We've got a lot of figures here but nobody took the time to find out what it would cost to repair the bridge so that it remains as it is and yet we'll take care of those people that cross the river. Secondly, I think that most of us that live in this general area like the peace and quiet that's out there. We also feel that we need some additional proof that somebody is going to take care of these roads, okay, that they're going to improve these roads getting rid of these two 90° curves that we've got out there that do cause the problems. And I've lived in this area about eight years and when they was using that road as a return for an empty truck, I saw in one winter two or three different times that empty logging trucks were sitting off in the ditch right there on those two 90° curves. There has also been cases where traffic has come down there and missed that first one and shot out there if there wasn't a big tree there we'd have a lot more of them piled up in the bog down there. So until the county, the state, the Forest Service or whoever is going to do it, can show the people out there that they're going to straighten out this road, they're going to wipe it out, they're going to maintain it, gentlemen, I'd venture to say that if they don't improve that road and turn logging trucks loose on it, even with your new bridge there, that in six months time there'll be potholes you can lose a truck in. Because it's not that good a road to start with. So it means that somewhere along the line some more money has got to be appropriated to go down and rebuild the rest of these roads. There is no need. The logging trucks now can cut across and use the Spring River Road that takes them to Bend. If they're going south into Gilchrist or wherever with their load of stuff, then they use the other one that takes them across Pringle Falls. Why do we need logging trucks running down this particular road? Why can't it be used by the traffic that carries the recreational people out to the lakes and to that river? That river - that particular point for that bridge is used by hundreds of canoeists and raftists who come up there and put in and drift clear into Sunriver. At the present time I just don't see any reason for a new bridge. I simply think that the bridge that is there needs to be upgraded and left in the state that it's supposed to be in. Thank you.

Shepard: Thank you. Are there any further comments? Yes sir.

Jeff Kuni, 56711 Lunar Drive I am assistant naturalist at the Sunriver Nature Center. I think Paul's points are well taken, especially about the way Alternative 4 has been overlooked by most of the people here. Mr. Hudson, himself, made the mistake of saying there were only three alternatives. I think today Alternative 4 has made its stand well known. I favor Alternative 4, also, the no-build. It seems the concerns of the logging industry have governed most of the economic considerations here. Tourism is also a large - has a large economic impact on Deschutes County, and at Sunriver visitors and residents are here because they appreciate the aesthetic and historic quality of the area. General Patch Bridge is one of the things that make this place a nice place to live. I think that removing the bridge, actually not removing the bridge, because it won't be removed under any of the alternatives, but replacing it with another bridge that would - people would bypass it would be a great loss. The fire protection issue, I agree with Paul, why don't we just improve General Patch Bridge so that we can get the tanker truck across the bridge and provide that protection for the people on the west side of the river. If that's not a possibility, then why don't we put some - take some of our money and put some fire protection for those people. If projections are correct, and the number of people living there is going to increase, they're going to need it anyway. I also, particularly enjoy Big River Campground. I use it frequently. I don't think that putting a 55 mph highway through there will add anything to the aesthetic value that is there in that campground as it is. Finally, on the safety issue, increased truck traffic and higher speed limits can only increase the accident rate along all the road ways used by the logging trucks. Thank you.

Shepard: Are there any further comments?

Rutledge Waterhouse, 55443 Gross Drive: I'm in favor of Alternative #4. Restating what's been said. I bought my property there because of the quiet and the General Patch Bridge. I've a daughter and son that catch the pass right - my son, Will - around South Century Drive and I don't want the trucks using that road. My vote is for Alternative #4.

Shepard: Thank you. Are there any further. . . Yes, sir.

Randy Tompkins, 55471 Big River Drive: I came out here 12 years ago, thanks to my parents. They wanted me to grow up in a culture where I could learn nature and learn to respect it. I see in your assessment there of the noise level. Well, I've gotten tickets in town for having noisy mufflers, because I went over the decibel rate. These people moved out here to stay away from the concrete cities, to stay away from that noise level but any of these proposals is going to put the noise level right in these people's back yards. Maybe I can say it, I'm close to it. Alternate #2 goes through it'll put it right in our back yard. Also, I moved away from this state five years ago because I couldn't get work. And now the lumber industry has made this state rely on it for its welfare and these people out there, they don't need it. The lumber industry hasn't helped it, it hasn't helped me. I had to leave here to work so why should the lumber industry take over what these people came here to get. Why should it be able to overrule them? I think everybody that's here is speaking for themselves truly understands that the lumber industry hasn't helped that many of us. This state's come to rely on it too much and now we have to rely on the tourists. So I vote for #4 myself and maybe one day another industry will move into Oregon where we won't have to rely on the timber industry to run everything for us. Thank you.

Shepard: Thank you, sir. Any further comments? One more over here. Yes.

Yvonne Richer, 63400 Boyd Acres Road Not in that area and have nothing to say as far as voting one way or the other or my feeling that it should or not go through. The only question that arises in my mind upon listening to everybody here is the factor that 80% of this is going to be funded by the government. Is that correct? 88%. Is there any guarantee in writing at all that the federal funding will not be cancelled, removed, reneged after the building of this bridge has been started? Or further in? Can I ask that of him?

Shepard: You are trying to make a point. Why don't you go ahead and make your point? He can't answer that.

Yvonne Richer, Also the question is, has Deschutes County ever had funding pulled away from the government - by the government, that has funded any project in Deschutes County and is Deschutes County economically capable of covering the situation if such a thing would happen? I think that's my full question. Can anyone answer that? Or is it just food for thought?

Shepard: Deschutes - well, this is a point for comment. Your comments on the advisability or non-advisability of the project which has been under discussion.

Yvonne Richer, The advisability or non-advisability of my question would be is there any chance of funding basically being reneged on that. That would be basically my question in mind.

Shepard: Thank you. Are there any other comments? Yes - well, let's see now, you've spoken

Unidentified: Something I'd like to add. To my original comment, if possible. That's why I kind of

Shepard: Only if you've got anything new that has not yet been presented. I don't think it's possible to restate issues, comments which have already been made. If you have new information which has not yet been.

Unidentified: I have two new comments, yes.

Shepard: Very good. Please come forward.

Unidentified: On this - what this lady has just stated on this appropriations by the government. If the government reneges, where's all the money going to come from in Deschutes County? Also, why can't we have one total recreation road - Century Drive - in a big wide circle from Bend on through down south of Sunriver where we are? We're out all the commercialists. Why don't we all move back to the concrete cities and take our kids there and let them go on all the dope they want? They have no freedom out here in the forest.

Shepard: Thank you. Are there any other comments? If not, I think we'll close the public testimony. I should comment that written testimony will be accepted until Friday the 16th. Let's see now that information should be sent, where Neil?

Neil Hudson: Either to State Highways or to our office or they can send it to your office.

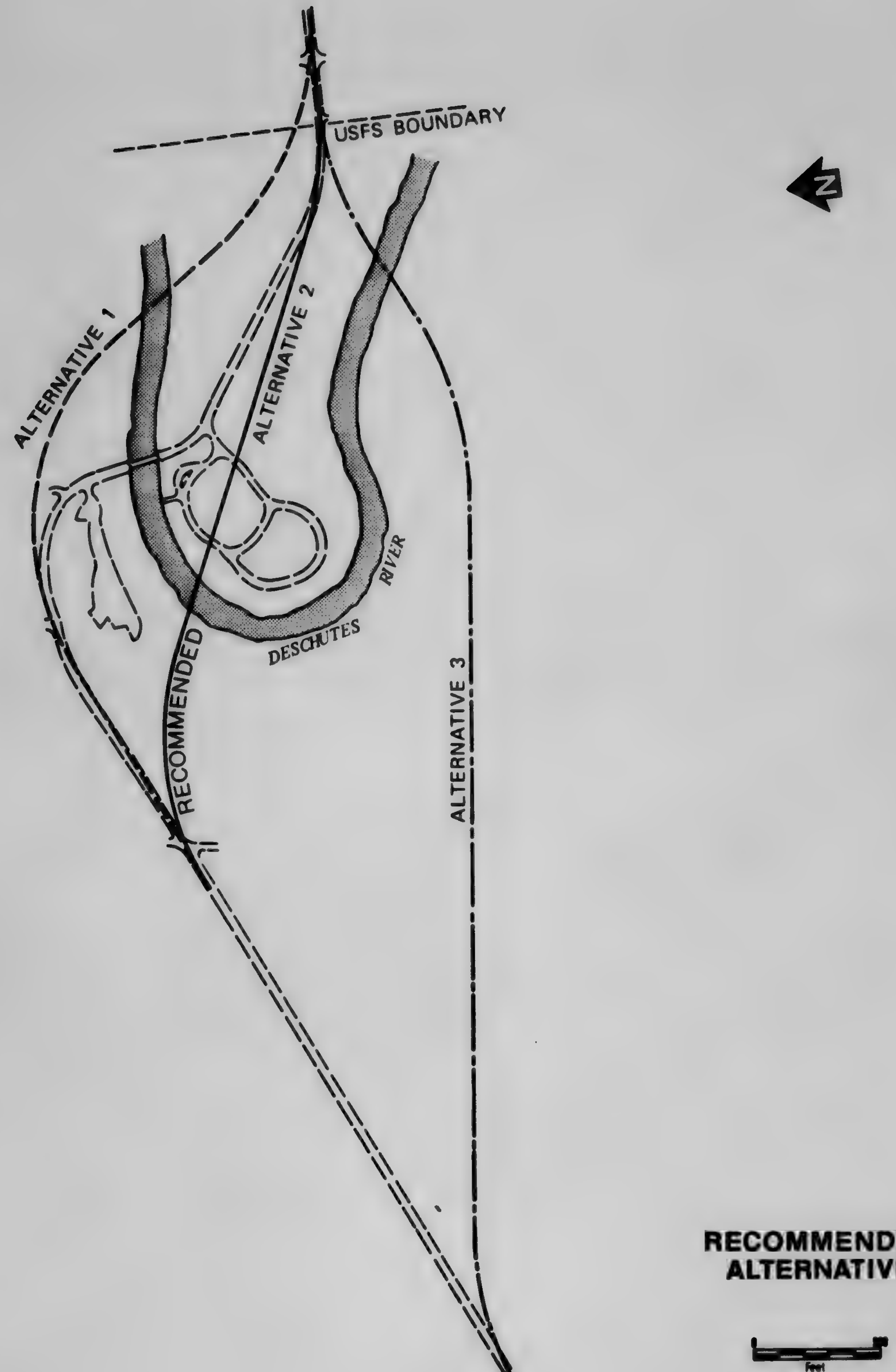
Shepard: You can send it to the State Highway Department, the office of the County Commissioners or Public Works Department.

Paulson: I think we should have all of that sent to one spot or they'll get lost somewhere. If it were all to come to the Board's office. The State Highway Department may have . . .

Shepard: That's a good idea. If you have any further comments or anybody has written comments, please send it to the Board of County Commissioners, Deschutes County Courthouse Annex, Bend, Oregon.

Paulson: Does it have to be received by 5 o'clock Friday, or what?

Shepard: It has to be received not postdated but received by 5 o'clock Friday, the 16th of April. Zip code 97701. All right, thank you very much. We will close the hearing.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STATE HWY ENGR

AUG 11 '82

REFER TO
Bagger / Allen
8-11-82

FOR

Info	Invest	R/D	D/R	Sign	Act	File

August 5, 1982

Sharon Whitman
55383 Big River Drive
Bend, OR 97702

The Oregon Department of Transportation informs me that its Environmental Section, working on behalf of the Deschutes County Commissioners, is in the process of updating and amending the environmental assessment for proposed improvement to the General Patch Bridge.

Because of some unresolved problems, completion and approval of the assessment is not anticipated until late this fall.

The Deschutes County Commissioners, at their meeting on June 29, 1982, voted for Alternative 2 (construction of a two-lane, 55 mph bridge), eliminating the justification for further in-depth studies.

Your contention that "the Forest Service is determined to ruin this stretch of the river" is addressed in the Section 4(f) Evaluation of the Environmental Assessment. Forest Service staff prefer Alternative 2 because they believe it is compatible with the Site Plan for Big River Campground.

Department of Transportation officials have informed me that the hearing study report, a requirement of the Oregon Action Plan, is near completion. You, as an interested person, will be notified when the report is released and where it will be available for your review.

I hope this answers your questions about the status of proposed bridge construction. If you have further comments, please contact me.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bc: Highway

Please prepare a response
for the Governor's signature
by 7-29-82
Thank you.

JUL 19 1982
Governor Atiyeh

06943

RECEIVED
STATE HWY ENGR
JUL 23 '82
REFER TO Dennis Bagger
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

PLEASE RETURN
ORIGINAL LETTER

July 15, 1982

Governor Victor Atiyeh
c/o Sunriver Lodge
Sunriver, Oregon 97702

Dear Governor,

Some months back, I had written to you concerning the proposed improvement to the General Patch Bridge, located 7 miles south of Sunriver on the Deschutes River.

Since that time of course, much has happened and a public hearing was held in Bend, at which the opposition to this project was clearly demonstrated by about 50 - 60 residents of the bridge area. Only one person at the hearing was in favor of the bridge.

I feel that I am writing this letter to you out of desperation -- the Forest Service is determined to ruin this stretch of the river by constructing a 2 lane, 55 mph bridge directly through the center of one of the most scenic campgrounds to be found anywhere along the Deschutes River.

In your letter to me (copy attached) you stated that the environmental assessment would be modified and/or supplemented and a copy sent to me. Also, in a letter to my husband from the Department of Transportation (copy attached) they also stated that the assessment would be amended. To my knowledge this was never done.

Since you and the Department of Transportation stated the assessment would be modified, I feel that this project should be studied further before any decision is made. It is only fair to all of us who took your word, and that of others.

Since this bridge is located only 7 miles south of Sunriver, I thought perhaps since you are already at Sunriver, you could maybe take a drive out there and see for yourself. I work here at the Sunriver Owners Association office, that's why I left this letter for you at the Lodge.

The Forest Service has other alternatives they could pursue, one being to reinforce the existing wooden bridge, and therefore save the environment. The General Patch Bridge was originally built to handle logging trucks, and with some repair work, it could again. There is really no need to destroy a campground with a new bridge.

Please consider what I have said, and thank you for your time.

Sincerely,

Sharon

Sharon Whitman
55383 Big River Drive
Bend, Oregon

REC
DOT DIRECTOR
JUL 20 '82
REFER TO Bill
FOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
[illegible] BOX [illegible] BEND, OREGON [illegible]

January 14, 1982

Environmental Assessment
General Patch Bridge
FAS B-345

Mr. George S. Whitman
55383 Big River Drive
Bend, OR 97702

Dear Mr. Whitman:

Thank you for your letter regarding General Patch Bridge. It is your input, that has not been covered by the EA, that is of special value.

Your main concern, as it appears from your letter, is an anticipated increase in log truck traffic. The existing bridge, constructed in 1960 by the USFS and Deschutes County, was designed to accommodate loaded log trucks. A load limit was imposed in 1974 that precluded loaded log trucks from using the bridge.

USFS records show that prior to the 1974 load limit the timber volume over the bridge averaged 6 to 10 million board feet annually. The Forest Service would expect the same timber volume to resume if there were no load restrictions.

The EA will be amended to include yours and other comments not covered in its present form.

Sincerely,

Dale D. Allen
Region Engineer

JR Hagedorn

by: J. R. Hagedorn
Region Federal Aid Specialist

JRH:pw

using the old street [illegible] about a year.

Along with Division, the renamed bits and pieces of streets are being widened and improved to become one of the main arterials through the city.

It is designed to take some of the traffic pressure off Third Street, which is becoming increasingly congested, especially during fair weather months.

Two segments of Divison that were excluded from the route also were renamed. The section between Revere and Xerxes avenues will now be called Deschutes Place and the portion between Wilson and

The city commission [illegible] labeling it uninspired. On the second try, the city commission proclaimed it Todd Street, only to find that label already in use elsewhere. On the third try it was christened Division.

The city in April ordered 21 new street signs from a Portland company to replace the ones that will be discarded.They will cost about $600, including installation. City employees will take about three days to install them once they arrive, according the Don McCoy, street foreman.

Bridge relocation gets green light

A new bridge will take the South Century Drive through the middle of Big River Campground if the U.S. Forest Service accepts the recommendation of Deschutes County commissioners.

The commissioners voted 2-1 Tuesday that a new bridge should be built 500 feet upstream from the old wooden General Patch Bridge, which spans the Deschutes River about 20 miles southwest of Bend.

The wooden bridge has deteriorated over the years and engineers fear it could collapse with too much heavy traffic.

The weight limit on the bridge was reduced early this month to 8 tons from 12.

The location of the new bridge requires the realignment of South Century Drive (also called Fall River Road) so that it passes through the middle the campground. The realignment will straighten the road somewhat.

The Forest Service likely will accept the county's recommendation, because the bridge's placement at the camp site was the Forest Service's first choice, too.

Under a second alternative, the the old bridge would have been torn down and a new one constructed in its place. A third proposal was to build the bridge upstream from the campground, which would have cost more than the proposal chosen by the commissioners.

Construction of the new bridge, which has been a controversial issue with residents in the area, may cost about $900,000, according to some estimates.

The county, however, is working with the state Highway Division to try to reduce that cost.

Commissioner Clay Shepard voted against the campground location, saying it would hurt the character of the area.

LaPine fire levy okayed

LaPINE — A 1982-83 budget that won't require voters to pass a special property tax levy was approved Tuesday by the board of directors of the LaPine Rural Fire [illegible]

any public body to increase its tax base up to 6 percent per year without voter approval.

The district's tax rate for 1982-83 has not yet been calculated, said [illegible]

Motorists

Ben

By Steve Boyer
Bulletin Staff Writer

Bend's late war appears to be time for the Fo holiday traffic.

The end was si price of regular $1.329 per gallon Truax stations th from $1.229 Tuesd 1815 NE Third S Truax rise.

"If they (Tr down there at $1. down there at $1 profit," said Jerry of Jerry's Arco. happy they went u

Because of the gas sales at th stations, the co major role in dete

River

State officia today to discuss w public access to a the lower Deschut

Even though buy the 17-mile governor has ta effort to preserv the stretch.

Gov. Vic meeting last we tives of the Recreation Div and Wildlife Division of S Wildlife Her review was

BEND "BULLETIN" 6/82

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Governor's Office

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FOR

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		X				

December 1, 1981

Governor Victor Atiyeh
The Capitol Building
Salem, Oregon 97310

Please prepare a response
for the Governor's signature
by 12-16
Thank you.

PLEASE RETURN
ORIGINAL LETTER

Governor,

I am writing this letter to you in hopes of bringing to your attention the fate of the General Patch Bridge area, located on the Deschutes River, approximately 7 miles south of Sunriver, Oregon.

Completely replaced in 1960 by USFS

The General Patch Bridge, as it now exists, should be considered an Oregon Historical Monument. It is an integral part of the history of Central Oregon. This wooden bridge is the only one I know of that is still in use, that was built by the Army during their occupation of Camp Abbot. This bridge is unique in it's structual characteristics. The bridge is built well, is sturdy, and adds charm as well as historical value to the area. People come from all over to camp beside this bridge.

The State Highway Department, along with other agencies has proposed a new bridge be built across the river at this location (see Attachement #1). As a concerned resident and property owner of the immediate area that would be directly affected by this proposed improvement, I strongly oppose any new bridge in this area for the following reasons, and I am asking for your support as well.

Not safe per modern stds.

The State Highway Department and Deschutes County, claim that this bridge is unsafe due to it being a single lane bridge. I find this hard to believe. I have lived by this bridge for over 3 years, and have yet to hear of any accidents or mis-haps because of it. Many more accidents occur on Oregon's 4 lane major highways. There are big signs at both approaches to the bridge, warning of the one lane, and people slow down and are very cautious because of this. I might add: Lake Billy Chinook has two, one way bridges across it with a much heavier volume of traffic.

Longer haul w/o Gen. Patch bridge - depending on sale areas.

Logging trucks are complaining that they can't use the bridge with a full load. Logging has been very successful for over 100 years in this area. There is a 2 lane bridge, steel and concrete, only about 3 miles downstream from General Patch Bridge, on Spring River Road which is available to the logging trucks, and other bridges to the south that they can use. I find it hard to believe that the State of Oregon would spend such an enormous amount of money on a new bridge, for this reason alone.

Not necessarily true - amended EA will confirm.

As for the most important reason of all, environmental concerns, property owners who would be most affected by a new two lane bridge, are those closest to the bridge, who paid top dollar for quiet, river frontage property. We can hear traffic cross the bridge now (very minimal) and this noise would greatly increase during busy summer months with a two lane bridge. Also, vehicles would tend to go much faster as they would no longer have to slow down for the one way bridge.

DDH

Camping facilities that are removed will be replaced

Another environmental concern, is that now two camp grounds exist by the bridge, one on each side of the river. This new proposal would call for one being eliminated, as the space is needed for the new bridge approach. These camp grounds are filled to capacity most of the summer months and are needed for continued tourist traffic. AND- the one lane bridge signs slow traffic in the entrance areas to these camp grounds, which in turn, add to the safe vehicle traffic flow which now exists.

U.S.F.S. says that log truck traffic will not necessarily increase above that prior to load limit imposed in 1978.

Another concern is that of the condition of Fall River Road, which is the road leading across the bridge. A two lane bridge would greatly increase truck traffic on this road. As it is now, this road is in need of resurfacing and the increased traffic would mean expensive road repairs in the very near future which would cost the County thousands of dollars.

Again, Governor Atiyeh, I must stress the importance of the historical value of the General Patch Bridge area. The bridge is not in deteriorating condition. Surely it will need maintenance in the future, but at a much lesser cost than that of a new bridge. At a time when the state is millions of dollars short on funds already (see Attachment #2), it seems strange to attempt a project of this type, when there is no need for it. The bridge is functional, and serves it's purpose. The environmental impact on the area of a new two lane bridge would completely destroy a beautiful, historical, aesthetically outstanding spot of the famed Deschutes River. Why is it that every single crossing of the river has to have a concrete and steel bridge? Just for the logging industry?

Part of the charm of the eastern states, especially up in the New England area, is that they have left several of the old covered bridges across their rivers. These bridges are a reminder of the past and kept for all to enjoy. I feel that General Patch Bridge and the surrounding area must be preserved in this same manner.

If need be, I will present a petition of property owners' signatures from those of us living out in the resort area by the bridge, opposing this project. We are the ones who live here and will be directly affected each and every day of our lives, should a new two lane bridge be constructed.

I realize your schedule does not allow you the time to visit this location, but perhaps you already know of it. Please consider the concerns I have expressed in my letter, and help save this unique and historically valuable crossing on the Deschutes River. General Patch Bridge is, indeed, one of Central Oregon's most scenic bridges, and is an integral link in the history of the State of Oregon.

Sincerely,

Sharon

SHARON MARIE WHITMAN
55383 Big River Drive
Bend, Oregon 97702

P.S. Big River Drive is the street closest to the bridge, and the river.

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THE BULLETIN

ges, Seven Sections Bend, Deschutes County, Oregon, Sunday, November 29, 1981 Fifty Cents No

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State comes up $250 million shor

By Joseph R. Sand
UPI Staff Writer

SALEM (UPI) — Oregon's state government financial picture is worse than earlier thought.

A revised state general fund forecast announced by Gov. Vic Atiyeh at a packed news conference at the Capitol Friday afternoon shows almost $250 million less in revenues for the remaining 18 months of the current budget period than was projected in the last official forecast.

After making that announcement, the governor signed an order directing the Oregon Legislature back into special session on Jan. 11.

Earlier predictions had a shortfall of $200 million as the worst scenario.

Atiyeh has directed state agencies to prepare new budgets with cuts in 5, 10, 15 and 20 percent increments.

He also said he would consider eliminating some programs and did not expect to have the cuts made across-the-board.

He repeated earlier statements that he would look to agency budgets for the new cuts, not the state property tax relief program or state basic school support. And he said he did not plan to ask for an increase in taxes.

Most of the new loss in state funds comes from a combination of Oregon's recession in 1980 and 1981 and an expected slow recovery in subsequent years.

Reduced state personal and corporate income taxes account for 98 percent of the revenue shortfall.

The governor said he expected the special session to be no more than a week, the time spent during the August 1980 special session when about $205 million in budget cuts were made.

However, there was immediate response from Senate leadership which indicated things might not go as smoothly as Atiyeh predicted.

Senate President Fred Heard, D-Klamath Falls, said, "We must remember that the governor is asking us to find ways to save nearly $250 million. And I know for a fact that we don't have that much fat left to trim."

He said legislative leaders would be considering "all of the options" for balancing the budget, including new taxes, increasing existing taxes and reducing homeowner prop
tax relief.

The Senate majority leader,
Isham, D-Lincoln City, however,
more in tune with Atiyeh's staten
of no new taxes.

"At this time I will not
recommending major tax increase
the Senate Democratic Caucus,"
said. "We must keep in mind that
only the state is nearly broke bu
are many of the state's taxpayers.

If the total $250 million co
from agency budgets, it will m
about a 20 percent reduction for e

THE BULLETIN

ections Bend, Deschutes County, Oregon, Sunday, November 29, 1981 Copyright© 1981 The Bulletin Fifty Cents No. 306

ate comes up $250 million short

Sand
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(UPI) — Oregon's state
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He said legislative leaders would be considering "all of the options" for balancing the budget, including new taxes, increasing existing taxes and reducing homeowner property tax relief.

The Senate majority leader, Dell Isham, D-Lincoln City, however, was more in tune with Atiyeh's statement of no new taxes.

"At this time I will not be recommending major tax increases to the Senate Democratic Caucus," he said. "We must keep in mind that not only the state is nearly broke but so are many of the state's taxpayers."

If the total $250 million comes from agency budgets, it will mean about a 20 percent reduction for each.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

9773

ENERAL FILES

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
E. S. HUNTER

APPLICANT: OR DOT - Highway Division

PROJECT TITLE: Deschutes River (General Patch) Bridge

CG Otten
4/6/82

DATE: March 29, 1982

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ENVIRONMENTAL SECTION
April 2, 1982

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
W. J. Hart
Dale Allen
Dave Carter
Robert Lammert
John Hagedorn
D. E. Wilken

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 8 11116-015-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

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TECHNICAL SERVICES

APR 6 '82

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS \ STATE REVIEW

Project #: OR 811 [illegible] 2 Return Date: ~~DEC 11 1981~~

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- (x) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (x) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency Fish + Wildlife By James A. Huston

PNRS 811116-015-2

The Oregon Department of Fish and Wildlife has no objections to the Deschutes River (General Patch) Bridge Project as outlined in the environmental assessment. However, we have compiled the following comments for your consideration.

It is unfortunate that the existing bridge cannot be replaced with an acceptable load tolerance bridge. If a feasible detour could be provided during construction, it appears that a new bridge at the present site would be more economical and less disruptive to the river, Big Creek Campground, and surrounding lands. Since this alternative has been ruled out, we will confine our comments to Alternative 2, the preferred alternative.

1. To minimize conflicts with recreation and fishery resources, as well as reduce sedimentation and turbidity the in-channel construction portion of the project should be timed to coincide with the low flow period of October 15 through April 15. River flows as low as 20 cfs occur during that period, while summer flows reach between 1700-2000 cfs.
2. Areas that require extensive fill and removal below ordinary high water, such as approaches and piers should be coffer-dammed to minimize river turbidity and sedimentation.
3. Freshly poured concrete should cure at least 24 hours before contact with the flowing river to avoid adverse fishery impacts.
4. Only clean non-erodable riprap should be used to armour vulnerable portions of approach fills.
5. Approach banks should have slopes not greater than 2:1 and all exposed soil should be revegetated to prevent erosion.
6. The Big River Campground boat ramp and associated parking area could be improved as partial mitigation for impacts associated with this bridge project.

We do not anticipate any major problems for terrestrial wildlife resulting from this proposed project. The preferred alternative (Alternative 2) has the least possible wildlife impact.

The opportunity to review and comment on this project is sincerely appreciated.

B.11

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

DEC 01 1981

PNRS STATE REVIEW

Project #: OR 811116-015-2 Return Date: DEC 11 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(X) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

We feel the alternative to construct the replacement bridge at its original location should be re-evaluated. Reasons for rejection of this alternative were not adequately addressed:

1) Why is there a need to construct a detour - traffic could be diverted.

2) What are the reasons for the alignment being hazardous or inadequate?

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Agency Lands By Wm Parks

378-3805

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

Dept. of Environmental Quality
RECEIVED
DEC 17 1981

PNRS STATE REVIEW

Project #: OR 811116-015-2 Return Date: DEC 11 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Department of Environmental Quality Noise Pollution Section recommends the construction of Alternatives 1 or 3 Alternative 2 would cause a major noise impact to the Big River Campground.

Agency DEQ By Norman L. Jette

9773

c

March 19, 1982

Mr. Charles Plummer
County Roadmaster
61000 Arnold Market Road
Bend, Oregon 97701

Dear Mr. Plummer:

SUBJECT: Deschutes R (General Patch) Br.
FAS-B345
Deschutes County

The field estimated cost of this project is approximately $911,000. This includes approximately $240,000 for the approaches and $669,000 for the structure. It is my understanding that the forest service will pay for the approaches and donated the R/W.

We have $710,000 in federal funds set up for this project. This includes the limit of 5 years advance on the County's FAS-C funding and should make a safe cushion in case of cost overrun on the cost of the structure.

Very truly yours,

D. E. Swan, P.E.
Program Control Engineer

HR:pf

9773

U.S. Department of Transportation
Federal Highway Administration

Memorandum

Room 412 Mohawk Building
222 S.W. Morrison Street
Portland, Oregon 97204

Ros
Carter

Subject: RS-B345(2) Environmental Assessment 4(f)
General Patch Bridge
South Century Drive FAS B345 Deschutes River

Date JAN 29 1982

From: Director, Office of Environmental Programs
Region 10

Reply to Attn of: HEP-010

HDA-010 To: Mr. D. E. Wilken
Division Administrator
Salem, Oregon

NOTED
E. S. HUNTER

The Regional Office staff has reviewed the subject document and offers the following comments for your consideration:

1. Documentation should be included that coordination has taken place with the U. S. Fish and Wildlife Service in regards to the Fish and Wildlife Coordination Act and Wetlands.
2. Table 3 of the assessment indicates that 0.2 acre of wetlands will be impacted. The document does not describe specific mitigation measures for the impacted wetlands as prescribed in our Environmental Process and Documentation Preparation Handbook, Page 22, Item (i) Wetlands. However, Figure 6 indicates that the proposed borrow area at the southeast corner of the campground could be developed into weland replacement. If this is the intent, it should be discussed as a mitigation measure.
3. The last paragraph on Page 10 of the 4(f) indicates that the existing bridge will eventually become unsafe for pedestrian use. At that point, will the bridge be removed and by whom?

ENVIRONMENTAL SECTION
February 5, 1982

Irvin C. Lloyd

Irvin C. Lloyd

RECEIVED
TECHNICAL SERVICES
FEB 8 '82
REFER TO
FOR
Info Invest R/D D/R Sign Act File

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Dale Allen
Robert Lammert, Dist. 10
John Hagedorn
D. E. Wilken
Dave Carter

RECEIVED
F[illegible] 1982
OREGON DIVISION

March 3, 1849

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER 81/2513

JAN 28 1982

RECEIVED
DOT DIRECTOR
FEB 2 '82
REFER TO
FOR
Info Hwys R/D D/R Sign Act File

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
530 Center Street, NE
Salem, Oregon 97301

Dear Mr. Wilken:

This is in response to the request for the Department of the Interior's comments on the environmental assessment/Section 4(f) statement for replacement of the Deschutes River (General Patch) Bridge on South Century Drive in Deschutes County, Oregon.

SECTION 4(f) STATEMENT COMMENTS

We concur that there are no feasible and prudent alternatives to the use of some Section 4(f) land for the project. However, we cannot concur that all possible planning to minimize harm has been undertaken.

We do not disagree that preferred Alternative 2 and such measures to minimize harm that are described in statement can be somewhat beneficial to recreation in that the alignment would tend to aid in the resolution of "mild conflicts" between user groups. However, we strongly disagree with the determination that no mitigation at Big River Campground is necessary to lessen the noise impacts resulting from greatly increased heavy truck traffic (+60%) at a speed of 50 m.p.h. (+150%).

The statement [p. 6 of 4(f) document] admits that all but one of the fifteen campsites would be impacted by Alternate 2. Ten sites on the east bank will experience noise increases of 13-21 dBA and four sites on the west bank will have noise increases of 8-10 dBA. Since a campsite is considered adversely affected if it experiences a 10 dBA (100%) or greater increase in noise levels, the project not only requires the taking of 4(f) land for right-of-way but a much broader "use" of the 4(f) area for which no mitigation is planned.

We understand from the Forest Service District Ranger's comments, included in the subject document, that he has concurred with the selection of the preferred alternative and considers visual and noise impacts on campground users as ". . . one of the costs of the proposed alternative . . . ." We can only conclude that the District Ranger and the Oregon Department of Transportation may not be fully cognizant of the intent of Section 4(f). This conclusion is highlighted by the District Ranger's comment that, . . . avoidance of 4(f) requirements were not considered to be the overriding decision criteria in selecting the preferred alternative."

The requirement under the second proviso of Section 4(f) that "all possible planning to minimize harm be done" does not mean addressing and then dismissing a narrow range of mitigating measures. The spirit and intent of Section 4(f) puts the emphasis upon all possible planning to minimize harm.

Accordingly, we believe it is essential that a good faith effort be made for abatement of the highway traffic noise by whatever means are deemed, in consultation with the Forest Service, to be compatible with the recreation uses. The National Highway Institute and the Federal Highway Administration have issued several publications dealing with noise abatement measures and noise barrier designs. Enclosed is a listing of some of these documents which could be shared with the Forest Service in selecting an appropriate noise barrier design. The final Section 4(f) statement should describe resolution of this matter with the Forest Service.

At a minimum, we recommend construction of an earth berm noise barrier, similar to that used by CAL-DOT on the US-101 Novato Bypass (page 32 of reference document 1). Then, in addition to seeding and mulching the slopes, shrubs and low-growing trees should be planted on the slopes, not only for their acoustical absorption properties but to serve as a visual screen (barrier) between the highway traffic and the campground use areas. We would suggest that this treatment be employed on both sides of the highway for a distance of 450-500 feet in the west bank area and for a distance of 800-850 feet in the east bank area.

ENVIRONMENTAL ASSESSMENT COMMENTS

Page 11 states that project development will be coordinated with the Oregon Department of Fish and Wildlife Service. The final document should reflect this effort especially relative to timing and construction procedures for in-stream work.

Page 12 notes that the project may include "potential wetland replacement" and Figure 6 shows a "potential wetland area if created by earth borrow." We support the development of this wetland area as it would lessen the unavoidable minor impacts to wetlands.

Except for this one reference to earth borrow, we found no discussion of where borrow material would be secured and where excess spoil would be deposited. The statement should describe the planned borrow/spoil areas under preproject conditions, particularly in relation to flora, fauna, hydrologic and cultural resources. Impacts of the borrow/spoil operations should be identified and mitigation measures to be employed at these sites should be discussed.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

Based on information available in the environmenal assessment, we think that a Section 404 permit from the U.S. Corps of Engineers will likely be needed. As you know, the U.S. Fish and Wildlife Service (FWS) will review and comment on the application for such permit. FWS advises that it is unable to provide a tentative position about the permit at this time because the assessment lacks adequate information (site-specific location, design and measures to minimize harm) about the proposed 404 involvement [e.g., in-stream bridge construction, earth borrow area in floodplain (Figure 6), etc.].

In accord with our mutual understanding with DOT/FHWA, we urge that you coordinate as soon as such information is available with FWS, the Corps of Engineers, the Forest Service, OR-DOT, and OR-Department of Fish and Wildlife in resolution of facets relating to the 404 matter. The final environmental assessment then could describe decisions reached and any permit stipulations agreed upon. Any last minute delays in permit processing could thus be avoided.

SUMMARY COMMENTS

Given the recognized severe noise impacts upon the campground and the lack of a plan to mitigate these impacts, we believe the statement fails to meet the requirements of the second proviso of Section 4(f) and Department of Transportation Order 5610.1C. Therefore, we recommend that the final statement include a realistic approach to mitigating the noise impacts on the campground, as discussed above.

Contingent on the final Section 4(f) statement describing the project measures, which are agreed upon in consultation with the Forest Service, to mitigate noise impacts, the Department of the Interior offers no objection to Section 4(f) approval of the General Patch Bridge project.

Since we have a continuing interest in this project, we would be willing to cooperate on a technical assistance basis in further project planning and assessment. For matters relating to park, recreational, and cultural resources, please contact the Regional Director, National Park Service, Pacific Northwest Region, WESTIN Building, Room 1920, 2001 Sixth Avenue, Seattle, Washington 98121 (Phone: FTS 399-5565 or commercial 206-422-4235). For matters relating to fish and wildlife resources and 404 permit matters, please contact the Area Manager, U.S. Fish and Wildlife Service, 2625 Parkmont Lane, SW, Olympia, Washington 98502 (Phone: FTS 434-9440 or commercial 206-753-9440).

Thank you for affording us the opportunity to provide these comments and we hope they will result in protecting the integrity and public usefulness of the Big River Campground.

Sincerely,

Bruce Blanchard, Director
Environmental Project Review

Enclosure

cc: Mr. F. B. Klaboe
Director
✓ Oregon Department of Transportation
State Highway Building
Salem, Oregon 97310

Enclosure

HIGHWAY NOISE ABATEMENT REFERENCES

1. "Highway Noise Barrier Selection, Design and Construction Experiences." FHWA Implementation Package 76-8. (Distributed by FHWA Bulletin of 10/14/76).
2. "Noise Barrier Design and Abatement Measures." FHWA and National Highway Institute, April 1974.
3. "Noise Barrier Design Handbook." FHWA Office of Research and Development, February 1976.
4. "Design Against Noise." FHWA Office of Research and Development, 1978.

9773

ENVIRONMENTAL [illegible]CTION
January 4, 1982

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Dale Allen
John Gunter
John Hagedorn
Dave Carter
Dal[illegible]

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E. S. HUNTER

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December 24, 1981

Mr. Garry A. Potter, Manager
Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter,

It has come to my attention that the state is proposing to supplant the General Patch Bridge over the Deschutes River west of Sunriver with a new high speed two lane bridge. Apparently, the only reason is to permit lumber trucks to use Century Drive and to provide them a higher speed access to the Cascades, even though they have several alternative routes at the present. Many of us in this area feel that this would be a case of the tail wagging the dog -- a gross case of favoring a very special interest at the expense of a large number of general interests.

First, the provision of a facility which would increase the amount of noisy traffic through a very fragile environment would be a disservice to the recreationist who is seeking peaceful, quiet surroundings. Secondly, the provision of a high speed approach and crossing would set up extremely hazardous accesses from at least four intersecting roads now serving several hundred residents. At the present time, the one lane bridge, while not unduly hampering general travel, does slow traffic over a potentially dangerous stretch of road. Third, the destruction of part of heavily used public campground is a very short-sighted move which would hurt the most economically viable activity in Central Oregon - recreation. Fourth, even though the present bridge were to be salvaged as a foot bridge, its value as a quaint and picturesque historic survival would be severely affected. So authentic has been its charm that it has been used as the setting for several historic movies. Fifth, considering this day of cut back services and weighing the effects of the elimination of human and environmental accommodations against the economic advantages to the logging industry, many of us would find the expenditure of any tax dollars for this project very difficult to justify on moral grounds.

Please kill this proposal before it goes any further.

Very truly yours,

Paul S. Redding

Paul S. Redding
7 Killdeer Lane
Sunriver, OR 97702

PSR/sw
attachment

cc: Mr. Dale Wilken, Federal Highway Administration
Dale D. Allen, Region Engineer, Bend, Or.
Tom Throop, State Representative, Bend, Or.
Neil Hudson, Director of Public Works, Bend, Or.
Mr. Walt Schloer, USFS, Bend, Or.

9773

December 23, 1981

Mr. Gary A. Potter, Manager
Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter,

Attached please find my comments on the proposed improvement of the Deschutes River (General Patch Bridge) South Century Drive (FAS B345) Deschutes County.

There is much opposition to this project from the public --- we're hopeful that after careful review of this proposed project, the issue will be dropped.

We have asked Governor Victor Atiyeh to also review this proposal, and also to support those of us opposed to it.

Sincerely,

GW ⑤

George S. Whitman

NOTED
E. S. HUNTER

December 22, 1981

Dear Sir:

It seems to me, after reading the Environmental Assessment concerning the General Patch Bridge, that this document pretty well provides sufficient reason to forget building a new bridge, and rather to make necessary repairs on the old bridge. It says in this document that the bridge has no historical value - maybe not to the U. S. Forest Service or to the Highway Dept., but it certainly has to the thousands of people that live in this area, and I feel sure they would not like to see this fine old bridge replaced with some concrete monstrosity whose only purpose would be to provide higher load limits for 2 or 3 log trucks a day.

Sincerely,

Vernon R. Plass

Vernon R. Plass
17353 Guss Way
Bend, Oregon 97702

ENVIRONMENTAL SECTION
December 28, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Allen
Robert Lammert
John Hagedorn
D. E. Wilken
Dave Carter

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DEC 28 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

December 22, 1981

Dale D. Allen
Region Engineer
P.O. Box 5309
Bend, Oregon 97708

Dale Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

Messrs. Dale D. Allen and Dale Wilken,

After careful review of the proposed improvement to the Deschutes River, (General Patch Bridge) South Century Drive (FAS B345), and after reading the Environmental Assessment which has been prepared by the Federal Highway Administration and Oregon Department of Transportation, I hereby submit the following comments for review by your department (s):

Several of the sections in this environmental assessment seemed incomplete or in need of further explanation.

Page 1 - NEED

This paragraph is relatively short and does not express any critical "need" for an improvement of this type. Also this paragraph mentions that the bridge is a single lane bridge, with an arched deck.

Specifically, the deck of this bridge is BARELY arched !! Vision is clear from one end of the bridge to the other. Also, there are several recreation areas in Oregon, namely Lake Billy Chinook which have one lane bridges with a much heavier volume of traffic.

A mention of the exact figures of traffic mis-haps due to this bridge should be mentioned, since you name that as a reason of need.

Page 4 - IMPACTS

This section is much longer and describes an area of much scenic beauty and also describes the Deschutes River as the focal point of the project. It seems clear, that the environmental impact of a 2 lane bridge on this location of the river, is much more negative, than the need for a bridge.

Page 6 - Paragraph 4, "Aesthetics would remain relatively unchanged."

This sentence is a total out and out fallacy. The aesthetics of this stretch of the river would be GREATLY impacted by the construction of a 2 lane 55 mph bridge, in an area that now has a one lane bridge with a load weight restriction. The noise would be increased by truck traffic and faster traveling cars, also the visual impact would be negatively affected by the new bridge.

Since I am a property owner out in the area by this proposed bridge, I feel that consideration should be given to the impact this bridge would have on residents of the area. Children wait for the school bus now along Fall River Road, and I feel very strongly that truck traffic is not needed on this road. The safety of those children would be greatly jeopardized.

Also there is a Time Share campground on Fall River Road, called Thousand Trails. This is an attractive and expensive year round camp ground, which in the summer months has a heavy volume of trailer and camper traffic exiting onto Fall River Road, in an area of a curve in the road. Increased truck traffic would only increase the danger of accidents along this stretch.

Also, where South Century Drive comes into Fall River Road (by the old Vandervert homested) there has always been several accidents a year. Just ask the Deschutes County Road Department how often their men have come out to put the "STOP" sign back up. This is where a two lane road intersects with another two lane road on a curve, and is already a dangerous intersection. Increased truck traffic in this location would pose a safety threat to an already dangerous spot.

I have read the proposed Alternatives, and I feel that the most logical and inexpensive and beneficial alternative was not mentioned. That is: improve the alignment and approaches to the existing bridge. This would greatly improve any safety hazard at the bridge, while maintaining both campgrounds, and keeping this stretch of the river a unique, aesthetically outstanding spot in Central Oregon. Trimming of trees along the roadside would increase visibility to the bridge approaches, although I personally, don't think there is a problem there.

There are many other bridges in the area available to the logging industry. It seems to me the Forest Service has some money to spend and felt this was the way to spend it, however there are many other areas in Deschutes County which are in need of improvement, while not placing a negative impact on the area.

Therefore I strongly urge that Alternative 4, "No Build" be chosen.

Fall River Campground is no alternative for the campground that would be taken out by the new bridge. People and kids who fish with bait, would not be attracted to a campground where only fly fishing is allowed. (Mentioned in Environmental Assessment,Page 2, Draft Section Evaluation, Big River Campground, U.S.F.S.)

This stretch of the river, and both campgrounds should be left in their existing state. It is a scenic spot in which there is absolutely no need for a new 2 lane bridge.

Respectfully submitted,

George S. Whitman

George S. Whitman
55383 Big River Drive, Bend, Oregon 97702

CC: Tom Throop
Governor Victor Atiyeh
Mr. Neil Hudson, Deschutes County Road Department

9773

P

December 8, 1981

RECEIVED
ENVIRONMENTAL SECTION
DEC - 8 1981
Referred to ______ Manager ______ ✓
Proj. Coord. ______ Res. Coord. ______ ✓
Eng Coord. ______ Adm. Asst. ______
Sec. ______ File ______ ✓

NOTED
E. S. HUNTER

Mrs. Sheila Westbrook
16739 Casper Drive
Bend, OR 97701

RE: Deschutes River (General Patch) Bridge
South C[illegible] Drive (FAS D345)

Dear Mrs. Westbrook:

I wish to acknowledge receipt of your objection to the above project. Your concerns will become a part of the environmental assessment for this project and will be carefully reviewed before a final decision is made.

I have enclosed a copy of the assessment which addresses most of the items you identified.

The decision to improve the bridge verses resurfacing the County and Forest Service roads in that area was made by those respective agencies.

I have sent a copy of your letter and this reply to both agencies.

Yours very truly,

Dale D. Allen, P. E.
Region Engineer

DA:mr
encl
cc: Deschutes National Forest
Deschutes County Public Works

bc: Frank Terpin
Gary Potter

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TECHNICAL SERVICES
DEC 17 '81
REFER TO
FOR

ENVIRONMENTAL SECTION
December 14, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Dale Allen
Robert Lammert
John Hagedorn
D. E. Wilken
Dave Carter

Bill

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

Bill

DEC 01 1981

PNRS STATE REVIEW

Project #: OR 811116-015-2 Return Date: DEC 11 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(X) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

We feel the alternative to construct the replacement bridge at its original location should be re-evaluated. Reasons for rejection of this alternative were not adequately addressed:

1) Why is there a need to construct a detour - traffic could be diverted.

2) What are the reasons for the alignment being hazardous or inadequate?

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Agency Lands By Wm Parks

Mrs. Sheila Westbrook
167. Casper Drive
Bend, Or 97702

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RUE DEC 8 1981 RDE
RSO REGION 4 RBE
ASSIGNED________

December 5, 1981

Mr. Dale D. Allen
Regional Engineer
P.O. Box 5309
Bend, Oregon 97708

Dear Mr. Allen:

Concerning the Deschutes River (General Patch) Bridge, South Century Drive FAS-B345 project, I wish to register my objection to its construction.

As a local resident, I feel the negative environmental impact would be unnacceptable to our family. The proposed bridge is mainly for the convenience of the log trucks, not for the local residents. Fully loaded log trucks travelling daily up and down Fall River Road would add to the deterioration of this already unfit road. For the three mile stretch between the rivers, it is a poor road, so bumpy as to seem like a dirt road. I feel the money could be better spent to completely re-surface this road. Any further deterioration of this road will surely cause residents more aggravation and vehicle maintenance costs.

Another consideration is the 2 campgrounds adjacent to the road and on either side of the river. We ride horses through there since it is a lovely ride and access to further trails. The proposed bridge will destroy that for us as it will eliminate one campground and probably part of the other.

A third consideration is the probable increase in noise level. Frequent use by heavy log trucks will most assuredly drive the noise level up. Since we moved here to avoid that, to have the quietude of nature, we find that a very unpleasant probability to look forward to. We chose to live close to Forestry land to avoid the overgrowth and traffic problems we left far behind.

A fourth consideration is the charm of General Patch Bridge as well as its being a part of this area's history ranking it high on our list of importance. It should be an historical landmark, to say the least. The fact that it is only one lane doesn't detract from its usability. It has always seemed quite safe as it is well marked on both sides. In fact, drivers are very courteous there. They wait and take turns quite easily. They also wait while we cross our horses too. If it were a two lane bridge, they would simply zoom around us and possibly spook my horse as she's a nervous mare. That could be dangerous.

I realize that we are only one "voice in the wind", but I am hoping others will take the time to express their opinions.

Sincerely,

Sheila Westbrook

Mrs. Sheila Westbrook

cc: Dale Wilken, Division Administrator
Federal Highway Admin.

977

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ENV 3

November 13, 1981

S. HUNTE

TO REVIEWERS of the Environmental Assessment
Deschutes River (General Patch) Bridge
South Century Drive (FAS B345)
Deschutes County
RS-B345 (2)

This environmental assessment is being circulated for public and agency review. All comments should be mailed or delivered to:

Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, OR 97310

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:ct

Attachment

bc: E. S. Hunter w/distribution list
D. H. Moehring
Dale Allen w/distribution list
Cheryl Maerz

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County Deschutes
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Bureau of Sport Fisheries and Wildlife
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Portland, OR 97232

Forest Service/Bend Ranger District
Deschutes National Forest
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Bend, OR 97701

U.S. Dept. of the Interior
National Parks Service
Westin Building, Room 1920
2001 Sixth Avenue
Seattle, WA 98121

Deschutes County Planning Dept.
Courthouse Annex
Bend, OR 97701

DESCHUTES RIVER
(GENERAL PATCH) BRIDGE

SOUTH CENTURY DRIVE (FAS B345)

Deschutes County, Oregon

ENVIRONMENTAL ASSESSMENT
SECTION 4(f) EVALUATION

Federal Highway Administration
And
Oregon Department of Transportation

November, 1981

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DESCRIPTION OF THE PROPOSED ACTION

The proposed project is a bridge replacement of the General Patch Bridge on South Century Drive over the Deschutes River in Deschutes County, Oregon (see Figure 1). The proposed new structure would be approximately 41 feet wide with two travel lanes and shoulders and a 5-foot pedestrian sidewalk.

Along with the structure, between 3,800 and 6,000 feet of new approach roadway are proposed, depending upon the build alternative. All build alternatives would leave the existing structure in place, which would be retained for pedestrian-bicycle use in conjunction with Big River Campground. The new roadway sections would consist of two 12-foot travel lanes with 6-foot shoulders.

South Century Drive is a Deschutes County Road on the Federal-Aid Secondary system. In addition, much of the roadway passes through the Deschutes National Forest. Consequently, funding for this project would be split up among the Federal Highway Administration, the Forest Service, Deschutes County and the Oregon State Highway Division. The largest share of the funds would come from the FHWA.

NEED

The existing bridge is a one-lane, arched, wooden structure, and was built by the Forest Service in 1961. It now poses a safety and capacity restriction on South Century Drive. The single-lane, arched deck, and "S-curve" approaches compromise safety, and a 12-ton load limit restricts heavy trucks. Bridge piers, footings, and decking also show signs of aging and would require additional maintenance for vehicular loads in the future.

FIGURE 1
PROJECT LOCATION

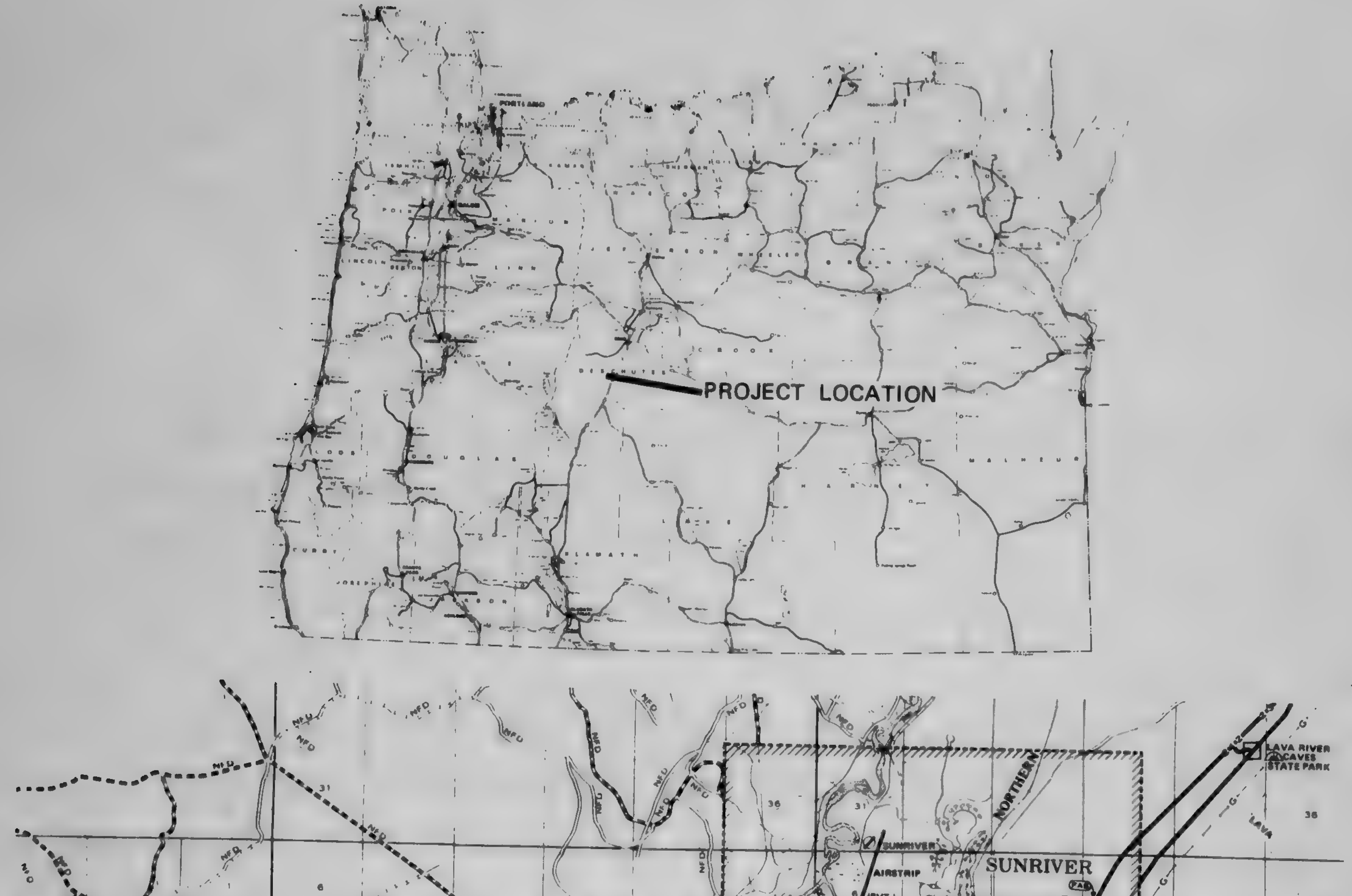

PORTLAND
PROJECT LOCATION
DOUGLAS
KLAMATH
LAKE
HARNEY
MALHEUR
CROOK
WHEELER
DESCHUTES
NATIONAL
Klak Bu
Lolo Bu
Anns Bu
Sitkum Bu
Pistolgo Bu
GENERAL PATCH BRIDGE
PROJECT SITE
SUNRIVER
SUNRIVER AIRSTRIP (PVT.)
STEARNS AIRSTRIP
NORTHERN
LAVA RIVER CAVES STATE PARK
Sugar Pine Bu
LAVA BED
BATES BUTTE
Bates Bu
BURLINGTON
97
31
FAS
NFD
FALL RIVER AIRFIELD
FALL RIVER
The Rock
LA PINE STATE RECREATION AREA
LA PINE RECREATION AREA
RIVER
Stearns
Shevlin
FALL RIVER FOREST SERVICE STATION

Table 1 summarizes traffic on the General Patch Bridge, now and as projected into the future. Aside from the safety and speed concerns on the existing structure and its approaches, the key present restriction is the weight limit on heavy trucks. A new structure would remove the restriction.

TABLE 1

1980 Traffic and Year 2000 Projections for General Patch Bridge

		No-Build		Build	
		1980	2000	1980	2000
Average Day	# of vehicles	320	950	350	1000
	# of trucks	48	95	88*	150*
	Speed	20	20	**	**
Peak Hour	# of vehicles	40	115	40	115
	# of trucks	5	9	9	16
	Speed	20	18	**	**
Peak Truck Hour	# of vehicles	35	100	35	100
	# of trucks	6	11	11	20
	Speed	20	19	**	**

---

*The current 12-ton weight limit on the bridge prohibits heavy truck use.

**Speeds for the Build Alternative depend upon the alternative and the design selected; a 55 mph design speed is being studied.

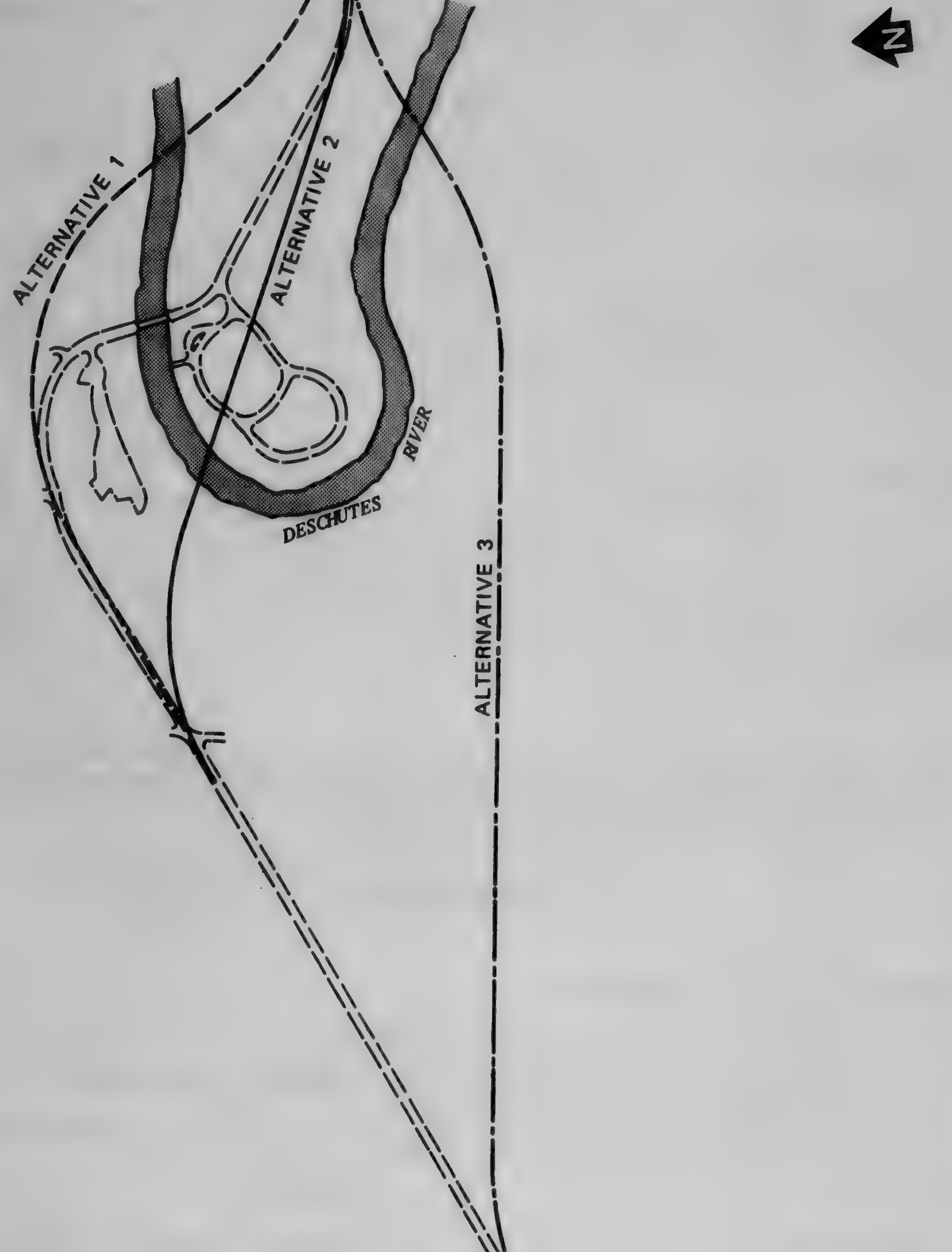
ALTERNATIVES

Alternatives Under Consideration

Four alternatives are being considered (see Figure 2):

Alternative 1 would build a new structure on new alignment 600 to 700 feet downstream from the existing bridge. It would be 3,800 feet long and is estimated to cost $1,117,000, of which $874,000 would be for the structure. This alternative would require one parcel of private land and a mobile home

FIGURE 2
PROPOSED BUILD ALTERNATIVES


USFS BOUNDARY
N
ALTERNATIVE 1
ALTERNATIVE 2
ALTERNATIVE 3
DESCHUTES RIVER
0
Feet

displacement for right-of-way; remaining right-of-way would come from the Deschutes National Forest.

Alternative 2 would build a new structure on new alignment 500 to 600 feet upstream of the existing bridge. This alternative would be 4,400 feet long and is estimated to cost $920,000, of which $622,000 would be for the structure. No privately owned right-of-way would be required but the alignment would pass between Big River Campground and the boat launch area. This alternative is preferred by officials of both the Deschutes National Forest and Deschutes County.

Alternative 3 would build a new structure on new alignment 2,500 to 2,600 feet upstream. It would be 6,000 feet long and has an estimated cost of $1,002,000 of which $678,000 would be for the structure. No privately owned right-of-way would be required.

Alternative 4 is No-Build, it would maintain the status quo. Only normal maintenance would be undertaken.

Alternatives Rejected

Several additional alternatives were reviewed and discarded. Most of these were more substantial in scope and would have improved not only the bridge and bridge approach alignment but also the intervening roadway to US97. These alternatives were rejected before they were given much study because of funding limitations.

Another, lesser alternative considered was the replacement of the bridge in its original location. This alternative has also been rejected because it would have required the construction of a detour, and it would have perpetuated the inadequate and hazardous alignment of the present crossing site.

IMPACTS

Affected Environment

The General Patch Bridge over the Deschutes River is located approximately 17 miles south-southwest of the City of Bend (see Figure 1). All of the alternatives, except for one parcel of Alternative 1, are inside the boundary of the Deschutes National Forest, as is the existing bridge. Any other new right-of-way, then, would come from the National Forest.

Upstream of the existing crossing, Big River Campground, a Forest Service facility, has developed on both banks, while in the distance, both upstream and down, single-family homesites have developed abutting the Forest Service boundary. Demand for land and housing on private land is strong in this area as can be seen by burgeoning nearby subdivisions such as "Oregon Water Wonderland" and "Stage Stop Meadows."

Physically, this is an attractive area. The snow-capped Central Oregon Cascades are almost always visible to the west from any rise or clearing in the surrounding landscape. Meadows are a verdant green in season, winters abound in clear, crisp sunny days, and recreational opportunities are legend: skiing, fishing, hunting, camping, hiking, horseback riding, golf, snowmobiling, canoeing, rockhounding, sightseeing, and so on.

The study area is in what Franklin and Dyrness in their Natural Vegetation of Oregon and Washington call the Pumice Region, a sub-region of the *Pinus ponderosa* or ponderosa pine Zone of Central Oregon. The climate of this zone is characterized by a short growing season and minimal summer precipitation. Much of the limited available precipitation falls as winter snow. Temperatures fluctuate widely with hot days and cold nights.

The project is situated on the 12,500,000 acre pumice plateau of south-central Oregon. Soils in this area are developed in deposits of dacitic and rhyolitic pumice erupted from Mount Mazama and Newberry Crater. These coarse-textured pumice soils enable ponderosa pine to extend its range east into areas where the vegetation would otherwise be Artemesia or shrub steppe.

In addition to the ponderosa pine for which the zone is named, lodgepole pine is present; it is, in fact, numerically dominant. Willow is prevalent along the stream, as are sedges. The understory in the pine areas is composed of bitterbrush, curleaf mountain mahogany and wildrose, all shrub species. Away from the irrigating effect of the river, little or no vegetation is found at the forb layer.

The Deschutes River, the focal point of the project and a south to north flowing tributary of the Columbia River, drains an area of approximately 588 square miles above the proposed bridge site. The upper 483 square miles of this area are regulated by Crane Prairie and Wickiup Reservoirs, which date from 1922 and 1949, respectively.

Forty-one years of stream gage data are available from gage 14-0565 located 2,000 feet downstream from Wickiup Dam. The estimated peak discharge since Wickiup Reservoir has been in operation is 2,500 cfs. This peak occurred on July 31, 1962 and also on July 30, 1956. The average yearly peak discharge since 1949 has been 1,990 cfs. According to the Water and Power Resources Service, the maximum expected release rate from Wickiup Reservoir is 4,300 cfs. This is considered to be the worst possible flood and would be a very rare event.

Inspection of the gaging records indicates that the highest flows occur from April through October during the irrigation season with the lowest flows occurring from November through March. The peak flow usually occurs sometime between mid-July and mid-August. The peak recorded discharge from November through March has been 854 cfs.

Bridge clearance over the stream would remain unchanged and backwater from the new bridge would not be significant.

Environmental Consequences and Mitigation

Social. As was discussed above, given the undeveloped nature of the crossing site, few social impacts are expected. Aesthetics, cultural resources, right-of-way, and campground encroachment comprise the only areas of potential social impact.

Aesthetics would remain relatively unchanged. The existing bridge would remain under all alternatives. The new and old bridges would be separated by at least 500 feet to as much as 2,600 feet, depending upon the alternative selected. The new bridge would probably have three spans, two piers in the channel, and would be a relatively low profile concrete span without superstructure. Since the new bridge would be modern, made of concrete, and relatively free of lines and texture, it could be viewed by some as being inconsistent with the rustic, natural setting of the site, but it would be functional and inoffensive. Furthermore, only Alternatives 1 and 3 would be visible from private property, downstream and upstream, respectively.

No historic resources are impacted by the project. Only one structure, a mobile home, could be affected, and that only by Alternative 1. The existing bridge dates from 1961, and while it has a certain charm and attractiveness in this setting, it is not of historical importance. And the bridge would remain under all alternatives; there would be no impact upon historic resources.

The presence of archaeological resources in the project vicinity is thought to be unlikely. The small scale of the project, and the limited prospective contact with the stream's banks also make finding resources unlikely. An archeological survey would be scheduled prior to construction in the event a build alternative is selected.

Alternative 1 would require one parcel of private property, a subdivision homesite occupied by a mobile home. No relocation problems are anticipated since similar lots are available nearby. The State's Relocation Assistance Program provides that all relocatees will be given advisory assistance to enable those individuals displaced by the project to occupy decent, safe, and sanitary replacement housing.

In the event replacement housing is not available due to a housing shortage in the area, or special needs of the relocatee require facilities not readily available, then, housing will be provided under the provisions of "Last Resort Housing", wherein, unique and innovative methods may be used to provide the needed housing which may include rehabilitation or relocation of existing housing or construction of new housing units.

The remainder of Alternative 1 and all of Alternatives 2 and 3 would use Forest Service land. Here a permit of entry would be sought to allow project construction. Coordination is underway with the Forest Service and it will continue.

Section 4(f) Involvement. Alternative 2 would have an additional right-of-way related impact in that it would encroach upon the eastern unit of Big River Campground and graze the western unit (see Figures 5 and 6 in Draft 4(f) Evaluation). Big River Campground is a Forest Service facility located on both banks of the Deschutes River, which has 10 campsites, toilets, a boat ramp, and a gravel access loop on the east bank and five picnic sites, toilets, and an access connection on the west bank. The campground and boat ramp receive an estimated 7,500 visitor days of use annually.

The Forest Service favors Alternative 2, as does Deschutes County. The Forest Service has incorporated Alternative 2 into their Site (Development) Plan for the Big River Campground. They feel it would benefit recreation by separating the camping area from the boat launch area. The Forest Service also feels that Alternative 2 is preferable from a transportation standpoint. The Forest Service explains that improved traffic flow over better alignment would be achieved with minimal impact upon the wildlife of the area, no adverse affect upon private land access and scenic views, and no loss in physical recreation improvements.

The impacts of Alternative 2 upon the campground, the impacts of the avoidance alternatives, and potential mitigation of campground impacts are discussed in the draft Section 4(f) Evaluation which accompanies this document.

Economic. Prospective economic impacts of the project would be both beneficial and adverse. Among the beneficial impacts are: the removal of the load restriction which limits use of the existing route, improved safety, and better operating conditions.

With the new bridge better serving vehicular traffic, the use of the existing bridge would be changed to pedestrian and bicycle traffic in conjunction with Big River Campground and recreational activities in the area.

Funds expended on the project, estimated at between $920,000 and $1,117,000 if a build alternative is selected, would include money spent in the local economy. These funds, through the multiplier effect, would circulate through that economy several-fold, paying for additional goods and services.

Conversely, the project would require the expenditure of from $622,000 to $874,000 in highway user revenues, plus $243,000 to $324,000 in Forest Service Capital Investment Program funds. The materials and labor purchased through this expenditure would be employed on the project and would not be recoverable nor available for other projects elsewhere. From 14 to 21 acres of right-of-way would be taken out of forest/recreation use and committed to transportation use, as well.

No-Build would have none of these impacts, but it would perpetuate the load and safety limits of the present situation and it would delay replacement of an inadequate structure until some fiscally less certain future period, with attendant high structure maintenance costs in the interim.

Natural Environment. The proposed project would result in several localized impacts to the natural environment of the project area. These would come about from clearing, grading, and surfacing the proposed roadway, constructing the new structure, and using the new facility.

If a build alternative is selected, the three alternatives would require clearing and grubbing of existing vegetation on 15 acres for Alternative 1, 14 acres for Alternative 2, and 21 acres for Alternative 3. Merchantable timber would be logged while slash would be piled and burned. Most of this acreage would subsequently be lost to wildlife and timber and would be committed to transportation.

Table 2 lists estimated earthwork quantities.

TABLE 2

Estimated Earthwork Quantities

	Alt. 1	Alt. 2	Alt. 3
Earthwork	14,000 c.y.	18,000 c.y.	28,000 c.y.

Alternative 2 is essentially balanced with regard to earthwork--excavation quantities equal embankment quantities. Alternatives 1 and 3 would require an estimated 5,000-10,000 c.y. of borrow. Specific borrow quantities would depend upon additional location details and upon potential wetlands mitigation decisions. Roadway base and paving materials would be purchased from available commercial sources, and surplus excavation, if any, would be disposed of in accordance with Standard Specifications for Highway Construction. Bypassed portions of old roadway would be obliterated or suitably refinished for future recreational use. Seeding and mulching would be provided for all exposed slopes as soon as appropriate.

Wetlands. Bridge abutments and approaches, though narrower than the relocated roadway sections, would also have some impacts. Abutments would bury small portions of the river channel and they would encroach upon the floodplain (see Figure 3). Potential wetlands impacts are listed by alternative, acreage, and type in Table 3.

FIGURE 3
POTENTIAL IMPACTED WETLANDS

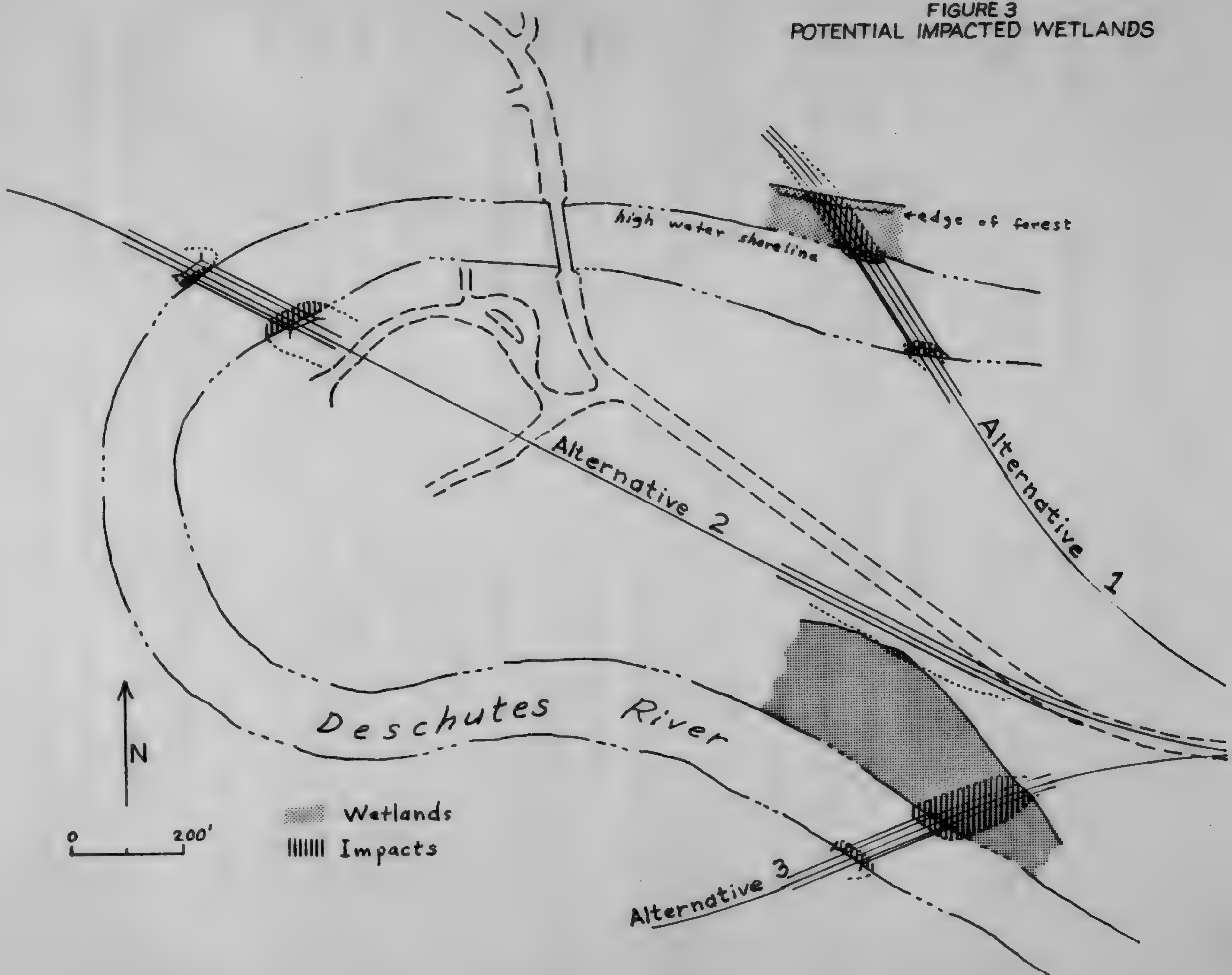

edge of forest
high water shoreline
Alternative 1
Alternative 2
Alternative 3
Deschutes River
N
0
200'
Wetlands
Impacts

TABLE 3

Potential Wetlands Impacts (in acres)

	Channel	Meadow & Marsh	Total
Alternative 1	0.1	0.5	0.6
Alternative 2	0.1	0.1	0.2
Alternative 3	0.1	0.7	0.8

Three wetland types would be affected by the project: river channel, sedge meadows, and grassy meadows. The stream itself is of high value in water quality and aquatic life and since the river has reservoirs upstream it is not subject to major floods.

The sedge meadows occur on flat, low-lying areas close to the river, generally in a belt 30 feet wide or more. These are pure stands of sedge on ground which is saturated much of the year.

The grassy meadows are present on areas which are slightly higher and better drained. Here tall grass grows in hummocks and scattered shrubs such as willow and swamp birch cover perhaps 10 percent of the area.

All the build alternatives under consideration would also require the construction of two piers in the stream channel. While the bridge has not yet been designed, bridge lengths have been estimated at 310 feet for Alternative 1, 220 feet for Alternative 2, and 240 feet for Alternative 3. The footings for the new piers would be approximately 40 feet from shore during summer high water.

Since the average depth of the stream throughout this reach is less than two meters, the stream bottom qualifies as a wetland. In this context, each pier would result in a permanent displacement of less that 100 square feet of wetlands--an insignificant amount.

A final wetland and stream impact would be the temporary construction impacts associated with pier placement and bridge construction. The actual site of the proposed pier or piers would be reached from the bank for pile driving, foundation work, rebar assembly, concrete pours, so the stream bottom would be made dry and accessible for much of this period. A temporary fill and cofferdam or a diversionary berm would be constructed for this purpose.

Clean rock would be used for fill material, enough to construct a causeway on the order of 10-20 feet wide. It would be pushed into the stream, remain in place during the work, and then be removed. This work would disrupt wetlands for an intermediate period and would temporarily degrade water quality. Over a longer period of time impacts would not be measurable, however.

Such work would be coordinated with the Oregon Department of Fish and Wildlife, and it would be done under permit from the Division of State Lands. Permit requirements would be observed and enforced.

Avoidance of wetlands impacts is not feasible if the project is to be constructed, since any build alternative would affect the river to nearly the same degree and all of the streambed as well as some portion of all the stream banks in the project area qualify as wetlands. Only the specific quantity of wetlands impacts would vary.

Mitigation would consist of impact minimization throughout the project: thorough removal of temporary, construction-related materials, and, depending upon the alternative selected, potential wetlands replacement within the proposed right-of-way.

Threatened and Endangered Species. A list of threatened and endangered species present in the project area has been requested from the U.S. Fish and Wildlife Service as required under the Endangered Species Act.

Preliminary investigation and information from the Forest Service indicates that no species are likely to be affected by the proposed project. Further research and a "Biologic Assessment" will be conducted if indicated by the species list.

Air Quality. Air quality is not an issue in the project area. The isolation of the project from population centers, the lack of any history of air quality problems in the air shed, and low traffic numbers all support this contention.

While dust and construction equipment exhaust could pose a local nuisance during some aspects of the project, the temporary nature of the sources and lack of permanent receptors should keep these pollutants from becoming problems. Only users of the recreation site may be affected. Should construction dust become a problem, sprinkling and other dust palliatives will be investigated. Over the long-term, air quality in the immediate project vicinity should improve still further due to the increased traffic mobility which would result from the project.

Noise.

Predicted Noise Levels

The noise analysis was conducted in conformance with FHPM 7-7-3, "Procedures for Abatement of Highway Traffic Noise and Construction Noise."

The FHWA Highway Traffic Prediction Model (FHWA-RD-77-108) was used to predict noise levels at 50 feet from the road centerline to determine if receptors adjoining the project would be impacted (see Table 4).

Removal of the existing load limit of Deschutes River Bridge would lead to an increase in heavy truck traffic (mostly logging) resulting in higher noise levels. In addition, improved bridge approach alignments of the build alternatives would result in significantly higher noise levels due to increased vehicular speeds.

Measured Noise Levels

A noise measurement was taken to determine the ambient noise levels at the Forest Service campground. Ambient levels of Leq 38 dBA were recorded in early February (with snow still on the ground) and reflects the quiet and peaceful environment without the presence of local traffic or campers.

TABLE 4
TRAFFIC DATA AND PREDICTED NOISE LEVELS
(Peak Truck Hour)

Year	Autos	Medium Truck	Heavy Truck	Speed (mph)	Noise Level @ 50' from Road ℄ (Leq dBA)
1980 (Existing)	35	5	1	20	49
2000 (No-Build)	100	9	2	19	52
2000 (Build) Alternatives 1, 2, & 3)	100	9	11	50	64

Traffic Noise Impacts

The proposed alignments would have a noticeable effect upon the quiet atmosphere at Big River National Forest Campground. The narrow, weight-restricted bridge with speed-restrictive approaches has minimized traffic noise levels along the existing roadway. Because the proposed alternative alignments traverse quiet areas distant from the existing highway, they would cause noise levels to increase.

A campsite is considered impacted if it experiences at least a 10 dBA increase in noise levels. This increase is equivalent to at least a doubling of noise loudness relative to present conditions and thus is considered an adverse impact.

Camping sites were analyzed to determine the existing noise levels and the effect each alternative would have on future noise levels at each site. Table 5 shows a comparison of impacted campsites and the respective range of noise level increases for each alternative.

Alternative 1 would impact the west bank campground facilities adjacent to where it ties in with the existing roadway. A total of five campsites would be impacted under this alternative. The nearest properties in the Oregon Water Wonderland subdivision would experience noise levels of up to 8 dBA higher if Alternative 1 is selected over Alternatives 2 and 3.

Alternative 2 would have the greatest impacts upon the Big River Campground. Alternative 2 would encroach upon the campground on the east bank and would narrowly miss improvements on the west bank. All but one of fifteen campsites would be impacted under the significant increase criterion as a result of this build option.

Alternative 3 would have the least effect upon the campground. Only two campsites on the east bank would be impacted by a significant increase in noise levels (see Table 5).

TABLE 5
NUMBER OF CAMPSITES IMPACTED BY
SIGNIFICANT INCREASE IN NOISE LEVELS*

	East Bank Facilities	West Bank Facilities
Alternative 1	0 (7-9 dBA)**	5 (11-13 dBA)
Alternative 2	10 (13-21 dBA)	4 (8-10 dBA)
Alternative 3	2 (7-11 dBA)	0 (2-6 dBA)

---

*10 dBA or greater increase

**Numbers in ( ) indicates the range of noise level increases

Alternative 4, No-Build, would have no noise impact upon the campground.

Evaluation of Noise Abatement Measures

Traffic management measures such as possible prohibition of truck use, vehicle time use restrictions, and modified speed limits, were investigated as to feasibility and effectiveness. Such measures would be contrary to the project purpose and would not provide the desired level of service to the logging industry and the motoring public. Furthermore, speed control, from 55 mph to 35 mph, for example, would result in negligible noise reduction--a 3-4 dBA decrease--measurable but hardly perceptible. A posted speed reduction is also virtually unenforceable in this rural setting, even if it were approved by the State Speed Control Board. And the dominant noise source would be loaded log trucks operating at 55 mph. It these trucks were to slow to 35 mph upon approaching the campground, they would undoubtedly use their "jake brakes" or engine compression and exhaust to accomplish the slow down. This would inject a shorter but louder, more staccato noise element into the campground. Then at the end of the control zone they would accelerate to 55 mph with another surge of noise.

A GM barrier was investigated as a partial noise mitigation measure for the campground. The barrier could serve as a safety feature of the bridge and its approaches as well. The GM barrier, however, would do little to mitigate noise levels because of the predominant heavy truck traffic. The scenic setting makes higher sound walls aesthetically undesirable. Therefore no mitigation is proposed.

Construction Noise Analysis

Areas adjacent to the project will be exposed to additional noise levels during construction. These noise levels will come from the construction equipment used. It is anticipated that project construction will utilize earth-moving equipment such as excavating machinery (backhoes, bull-dozers, etc.). Of the noise generated by such engines, the predominant source is that of the exhaust system.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed with 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.
4. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.

3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

Local Coordination and Notification

Predicted traffic noise levels for the year 2000 are in conflict with the FHWA design noise levels for land use activity Category B* up to 35 feet from road centerline. However, since the proposed roadway right-of-way extends beyond this distance, no land use conflicts are anticipated.

A copy of the noise study report and this document will be sent to the Deschutes County Planning Department and the Deschutes National Forest for their information.

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* FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVEL STANDARDS

Activity Category	Design Noise Levels Leq (h)	Description of Activity Category
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.

PROJECT COORDINATION

The project has previously been coordinated among the Bend Ranger District of the Deschutes National Forest, Deschutes County, the Federal Highway Administration and the Oregon State Highway Division. The A-95 Project Notification and Review process brought the project to the attention of the Central Oregon Intergovernmental Council, the Oregon Department of Fish and Wildlife and the Division of State Lands. Additional consultation has been or will be requested from the State Historic Preservation Office, for cultural resources; the U.S. Fish and Wildlife Service, for threatened and endangered species; the Corps of Engineers, for Section 404 procedures; and the National Park Service, for Section 4(f) procedures.

Due to the need for right-of-way and the potential for public input on alternative selection, a public hearing will be offered for this project.

BIG RIVER CAMPGROUND, U.S.F.S.

Draft Section 4(f) Evaluation

for the

DESCHUTES RIVER (GENERAL PATCH) BRIDGE PROJECT

Description of Proposed Action

The proposed project would replace the existing bridge with a new structure located on new alignment with wider road approaches. This action is required because of a present 12-ton weight restriction that restricts truck usage; 2) the single-lane width of the existing bridge which is hazardous; 3) reversing curves on approaches, one of 36°; 4) an arched deck, which restricts sight distance and 5) deterioration of existing bridge members, which makes the bridge unsafe for heavy traffic use. The existing bridge would remain under all options; it would be used for bike-pedestrian traffic under all build alternatives. The replacement structure, which would be on a new alignment, would be located from 500 or 600 to 2,600 feet away from the existing bridge if a build alternative is selected.

More information on the proposed action is available in the accompanying Environmental Assessment (see also attached photos, Figures A-1 to A-3).

Description of Section 4(f) Resource

Big River Campground, a Forest Service recreation site in the Deschutes National Forest, occupies both banks of the Deschutes River south of the existing roadway and bridge. Road access is by South Century Drive, a Deschutes County road. Access is very easy, and most users arrive via U.S. 97 and South Century Drive (see Figure 1 in Environmental Assessment). The facility is situated 3-4 miles west of U.S. 97 and about 17 miles south of Bend. Though most use is by regional patrons, some day use from nearby residential development also takes place.

Many similar facilities, i.e. campgrounds on rivers, exist in the general area: Benham Falls Campground, Fall River Campground, Pringle Falls Campground, Bull Bend Campground, and another 21 campgrounds are found on the shores of area lakes and reservoirs. Most belong to the Forest Service and most are found off Century Drive.

As stated previously, Big River Campground occupies both banks of the river. The east bank is the major facility, having an access loop; ten campsites consisting of parking spurs, picnic tables, and fire pits; pit toilets; and a boat ramp (see Figure 4). The east bank site occupies about nine acres. The west bank, or lesser facility, has five walk-in picnic sites consisting mainly of tables and some fire pits; it also has pit toilets and a parking area (see Figure 5). The west bank site occupies about two acres.

The Big River Campground site has been used for river access, camping and recreation since the 1950's. The boat ramp was added in 1969-70. Vehicle circulation barriers, controlling traffic flow, were added in 1971.

The campground still is not very developed, however. It is unattended except for limited servicing, roadways and parking pads remain unpaved, there are no lights or electricity, there is no running water, and toilets are pit toilets. The campground remains relatively barren and informal in comparison with many state and federal parks and recreation areas that provide full camping services.

The Forest Service does not favor the site for intensive recreation because it is felt to be too near to private development. The site has been developed largely out of the need to properly serve an area that would be used anyway due to its easy access and river frontage. The facilities that have been provided have prevented overuse and the creation of a public nuisance.

FIGURE 4
EXISTING BIG RIVER CAMPGROUND

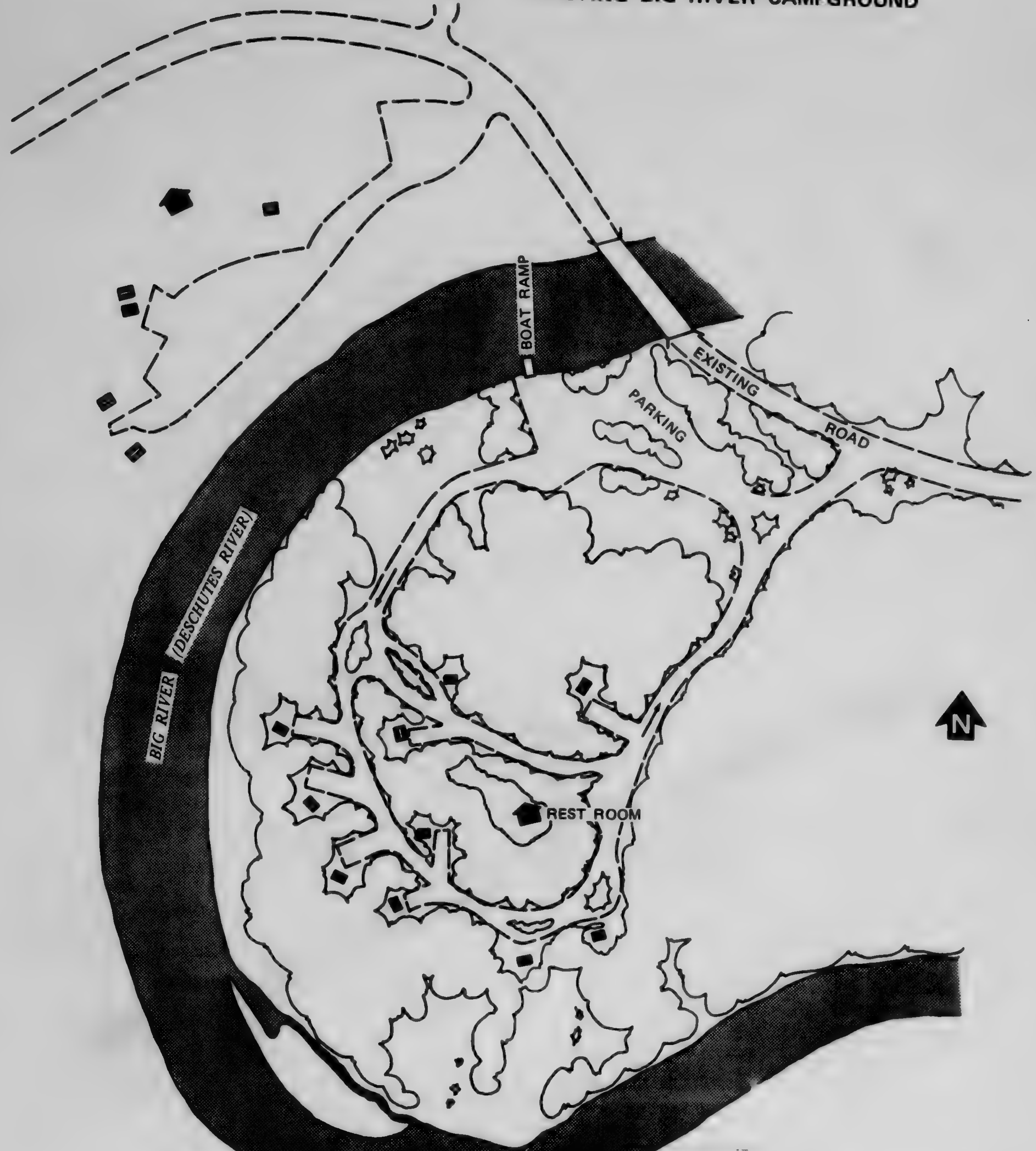
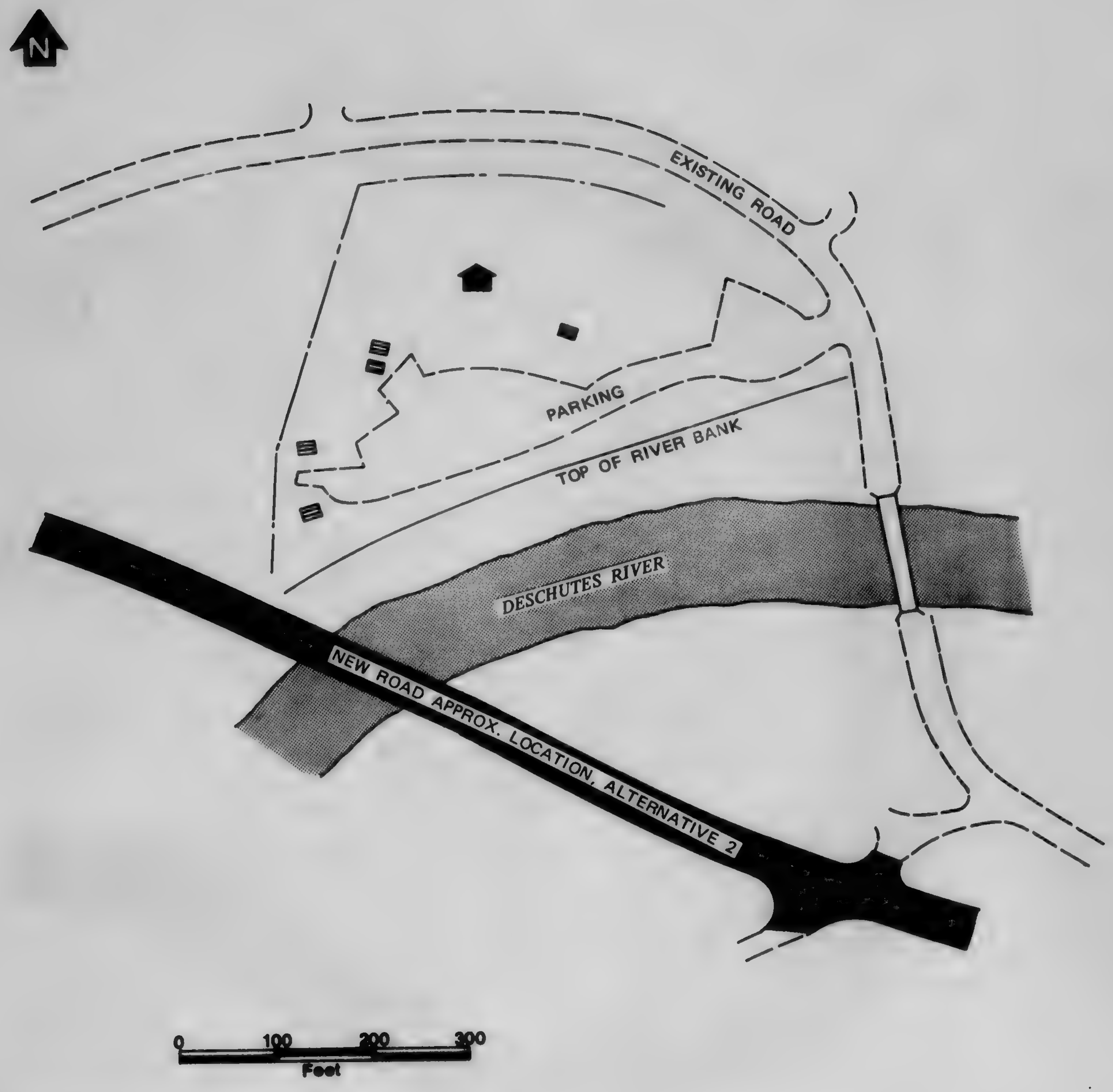

BOAT RAMP
EXISTING
PARKING
ROAD
BIG RIVER
(DESCHUTES RIVER)
REST ROOM
N
0
100
200
300
Feet

FIGURE 5
BIG RIVER CAMPGROUND
WEST BANK
PROPOSED CONSTRUCTION


N
EXISTING ROAD
PARKING
TOP OF RIVER BANK
DESCHUTES RIVER
NEW ROAD APPROX. LOCATION, ALTERNATIVE 2
0
100
200
300
Feet

The Forest Service draws a sharp distinction between the two banks of facilities. Collectively, the whole site is called a campground, and camping takes place on both banks. The east bank is the designated campground which has been organized, upgraded, and mapped, while the west bank has become an overflow facility which has not been planned, formally developed, or mapped. The Forest Service has tentative plans to expand the east bank by five spaces and to convert the west bank to picnicking and day-use activities (see Figure 6 for proposed east bank expansion).

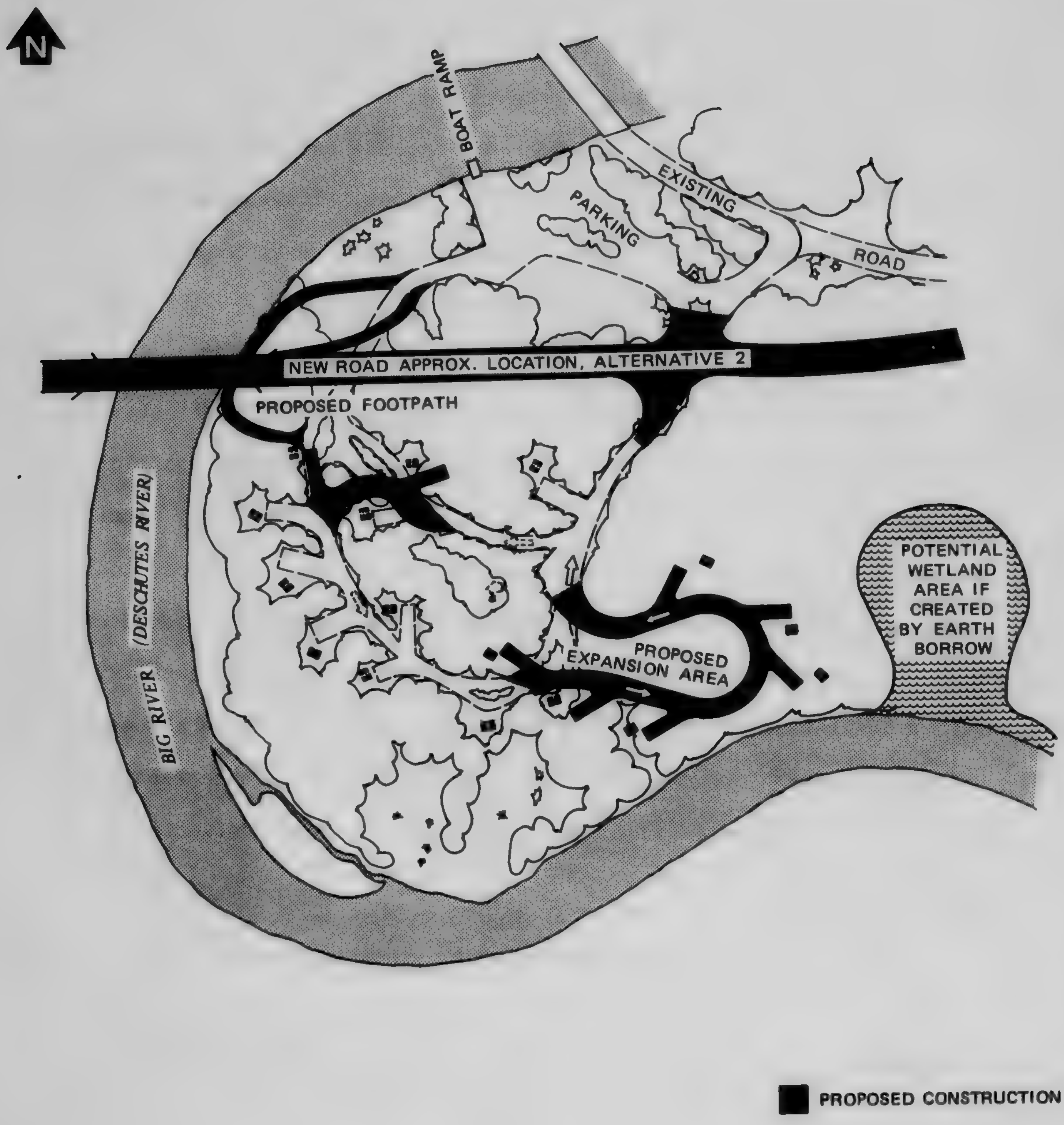
Activities at Big River Campground include camping, picnicking, boating, fishing, swimming, hiking and nature study. Though user data is uncertain, it is estimated that as many as 6,000 visitor days a year are spent at the campground, and 1,500 visitor days at the boat ramp.

Two or three user groups are evident at the recreation site, and there is some mild conflict between groups. Camping and day-use activities have some conflict potential and boaters and campers have some conflict. In both cases day-use activities tie up camping spaces with parking, picnicking, and casual recreation activities--but especially parking. Campers, too, may interfere with boat ramp operations, especially youngsters who pose a safety hazard by playing or moving about in the boat ramp area. Consequently, the Forest Service intends to physically separate campers and boaters somewhat on the east bank and to encourage other day-use patrons to use the west bank. The proposed project would aid in the resolution of these conflicts.

Impacts on Resource

Except for noise, only Alternative 2, the preferred alternative of Forest Service and Deschutes County officials, would impact the immediate Big River Campground site. Alternatives 1 and 3 avoid the site (see Figure 2 in

FIGURE 6
BIG RIVER CAMPGROUND PROPOSED CONSTRUCTION


N
BOAT RAMP
EXISTING
ROAD
PARKING
NEW ROAD APPROX. LOCATION, ALTERNATIVE 2
PROPOSED FOOTPATH
BIG RIVER (DESCHUTES RIVER)
PROPOSED EXPANSION AREA
POTENTIAL WETLAND AREA IF CREATED BY EARTH BORROW
PROPOSED CONSTRUCTION

Environmental Assessment) but they impact fringe area recreational uses such as fishing, hiking, and nature studies, and Alternative 4, No-Build, would maintain the status-quo. Impacts to the resource, then, result to some degree from all the build alternatives.

Alternative 2 would encroach upon approximately two acres of land adjacent to the campground improvements on the east bank. The land would come from a 140 foot wide strip south and east of the existing roadway, between the boat ramp parking area and presently developed campsites (see Figure 6). Though land adjacent to the campground would be removed from recreational use, all actual campground facilities would be avoided except for severing of the access loop, which would be reconnected.

Alternative 2 would also require 3.2 acres from the west bank, but all facilities would be avoided and the required land is not formally designated recreation or campground land, nor is it planned for recreation development.

The new right-of-way would be cleared and grubbed. Merchantable timber would be logged and slash would be piled and burned. The new roadbed would be graded and shaped; only light grading would be required, given the relatively level ground line. The grade would be based with crushed rock and subsequently paved.

Earthwork for the bridge approaches would be emplaced and the bridge would be erected. Wetlands and stream impacts would result, being locally disruptive, but having little long-term or area-wide significance. About 0.2 acre of wetlands would be permanently displaced by the approaches and the two bridge piers. Temporary, construction-related disruption and disturbance such as burial, compaction, and gouging would affect as much as an additional third of an acre of wetlands, but this impact would be temporary and wetlands would recover. Additional details on physical impacts are provided in the accompanying Environmental Assessment.

Again, all existing campground facilities would be avoided, but one of the access roads would be severed. Excess segments of the old roadway would be obliterated through the campground and new access connections would be provided from the new road to both the campground and the boat ramp. A pedestrian-bicycle undercrossing of the new structure would link the campground and boat ramp, and the old bridge would remain for bike-pedestrian access between east and west banks.

The new road, which would be raised near the river, would separate the campground from the boat ramp. It would also serve as a visual barrier, though a pedestrian undercrossing under the new structure would be provided to connect the campground and the boat ramp.

Adjustments to the access loop would also provide a good opportunity for the proposed campground expansion. Actual expansion will depend upon Forest Service plans, however. This subject will be coordinated with them.

Construction of the proposed project would result in removal of the existing load limit on South Century Drive which would lead to an increase in heavy truck traffic--mostly log trucks. In addition, improved bridge approach alignments of the build alternatives would result in higher vehicular speeds. Both factors would increase noise levels.

Noise measurements were taken to determine the ambient noise levels at Big River Campground. Ambient levels of Leq 38 dBA were recorded in early February (with snow still on the ground) which reflects the quiet environment without the presence of local traffic or park users.

Because the proposed alternative alignments all traverse quiet areas distant from the existing highway, and because of the anticipated changes in traffic make-up and speed, there would be a noticeable effect upon the serenity of Big River Campground. For the purposes of this study, a campsite was considered impacted if it would experience at least a 10 dBA predicted increase in noise levels above the ambient level of 38 dBA. This increase is equivalent to at least a doubling of noise loudness.

Table 1 shows a comparison of impacted campsites and the respective range of noise level increases for each alternative.

TABLE 1
NUMBER OF CAMPSITES IMPACTED BY
SIGNIFICANT INCREASE IN NOISE LEVELS*

	East Bank Facilities	West Bank Facilities
Alternative 1	0 (7-9 dBA)**	5 (11-13 dBA)
Alternative 2	10 (13-21 dBA)	4 (8-10 dBA)
Alternative 3	2 (7-11 dBA)	0 (2-6 dBA)

---

*10 dBA or greater increase
**Numbers in ( ) indicates the range of noise level increases

Alternative 1 would impact the west bank campground facilities adjacent to where it ties in with the existing roadway. A total of five campsites would be impacted under this alternative.

Alternative 2 would impact the largest number of campsites and also result in the greatest increase in noise levels. Alternative 2 would encroach upon the campground on the east bank and would narrowly miss improvements on the west bank. All but one of fifteen campsites would be impacted under the significant increase criterion as a result of this build option.

Alternative 3 would have the least effect upon the campground. Two campsites on the east bank would be impacted by a significant increase in noise levels.

In no case would resulting campsite noise levels reach or exceed the 67 dBA FHWA design noise level standard for land use activity category B, which applies to the campground. The maximum predicted noise level is on the order of Leq 59 dBA.

Traffic management measures such as possible prohibition of truck use, vehicle time use restrictions, and modified speed limits, were investigated as to feasibility and effectiveness for noise abatement. Such measures would be contrary to the project purpose and would not provide the desired level of service to the logging industry and the motoring public. Speed control, for example, would result in negligible noise reduction. A 3 to 4 dBA noise reduction is predicted, which is measurable but barely perceptible. A speed zone, even if granted by the State Speed Control Board, is largely unenforceable in this remote setting. Also, since the dominant noise source would be loaded log trucks, slowing the trucks would generate other noise. These trucks typically brake with the use of "jake brakes", a very pronounced noise source of short duration, and then they would accelerate at the end of the control zone with additional noise being generated. Therefore, these mitigative measures were not investigated further.

A GM barrier was investigated as a partial noise mitigation measure for the campground. The barrier could serve as a safety feature on the bridge and its approaches as well. The GM barrier, however, would do little to mitigate noise levels which would result predominantly from heavy truck traffic. The scenic setting makes higher sound walls aesthetically undesirable. Therefore barriers as a noise mitigation measure are not proposed.

The aesthetics of the Big River Campground site would be altered by Alternative 2. The site would be bisected by a cleared, linear roadway strip on the order of 140 feet wide. Yet all of the east bank camping activity would be south of the new roadway and all of the west bank day use would be to the north and east. Hence, the new roadway could be viewed more as a border than as a bisecting intrusion.

Construction would pose a temporary but noticeable impact to the campground. There would be the river impacts described previously: filling in the channel, pile driving, wetlands disturbance, turbidity--all temporary in terms of construction and performed in accordance with permit provisions from regulatory agencies. All of this activity would also be 300-plus feet upstream from the boat ramp. There would be assorted and irregular heavy equipment noises: bulldozers, end loaders, trucks, generators, pile driving. Air quality would suffer short-term pollution with dust, burning of slash, and heavy equipment exhaust, mostly diesel. Traffic delays and detours and other distractions would be felt periodically.

Still, much of the activity would be north of the campground proper and would be confined to weekday working hours. And much of the construction work is relatively simple and will pass quickly. All construction activity with potential to disrupt the campground would also be coordinated with the Forest Service, as would the project in general.

Avoidance Alternatives and Their Impacts

The build alternatives are similar. Differences, other than for Section 4(f) land, private land, and wetlands, are a matter of degree. The following matrix highlights those differences (see also Figure 2 in Assessment).

Factor	Alternative 1	Alternative 2	Alternative 3
Estimated Cost (1981)	$1,117,000	$ 920,000	$1,002,000
Total Project Length	3,800 feet	4,400 feet	6,000 feet
Structure Length	310 feet	220 feet	240 feet
Right-of-Way	15 acres	14 acres	21 acres
Private Land	one parcel	none	none
Residential Displacement	one (mobile home)	none	none
Section 4(f) Land	no	yes	no
Wetlands Displacement	0.6 acres	0.2 acres	0.8 acres
Distance Between Existing and Proposed Structures	600-700 feet	500-600 feet	2,500-2,600 feet

Other impacts are generally similar as well, e.g. clearing, grubbing, grading and stream impacts.

Alternative 3 is the longest, requires the most right-of-way, and has the highest cost. Alternative 2 has the least wetland impact while Alternative 3 would have the most. Alternative 3 may create the greatest overall disturbance by being both the longest and the farthest removed from the existing highway and campground. By removing sight of the campground, it may even reduce use of the site in the future.

Finally, No-Build does not affect the campground, but neither does it resolve the project needs enumerated on page 1 of this evaluation and in the assessment.

Measures to Minimize Harm

Above all, the project has been coordinated with the Bend Ranger District of the Deschutes National Forest. Their input and comments are reflected in this statement.

Forest Service personnel prefer Alternative 2, and view Alternative 2 as having beneficial impact on the campground in separating disparate uses and in improving circulation at the site; they have incorporated Alternative 2 into the Site (Development) Plan for Big River Campground. For this reason and because of the real impracticality of acquiring new or outside replacement land, no replacement land is proposed.* The encroachment of new construction on the campground will be mitigated to a large extent by the return of the existing roadway right-of-way to recreation purposes (bikeway, footpath, vehicle parking), however. Under the present proposal for Alternative 2, 2800 linear feet of new highway right-of-way would be required while 2000 linear feet of old highway right-of-way would be returned to recreation use: approximately 1000 feet converted to recreation use and the remaining 1000 feet obliterated.

Mitigation, then, centers upon the design and function of the alternative selected and the minimizing of impacts. Construction activities would be timed so as to minimize interference with the river and with the public's use of the facilities. Seeding and mulching of all cut and fill slopes and disturbed surfaces will also be practiced. Other erosion control measures will be used as is appropriate.

Also, the additional structure lengths and abutment walls planned for the project would reduce wetlands impacts on all the build alternatives. Alternative 2 would have the least wetlands impact by crossing a steeper portion of bank. Minimization and mitigation of wetlands impacts also has a high federal and state priority.

The existing timber structure will continue to deteriorate and will eventually become unsafe for future pedestrian use. Therefore the sidewalk provided in the recommended bridge design would someday provide the only pedestrian access from the east side camping area to the west bank.

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*The river surrounds much of the property, the Forest Service is the abutting land owner on three sides (only the more distant east side is private), and abutting private land is in small residential parcels.

Coordination with Appropriate Agencies

The project has been and will continue to be coordinated with:

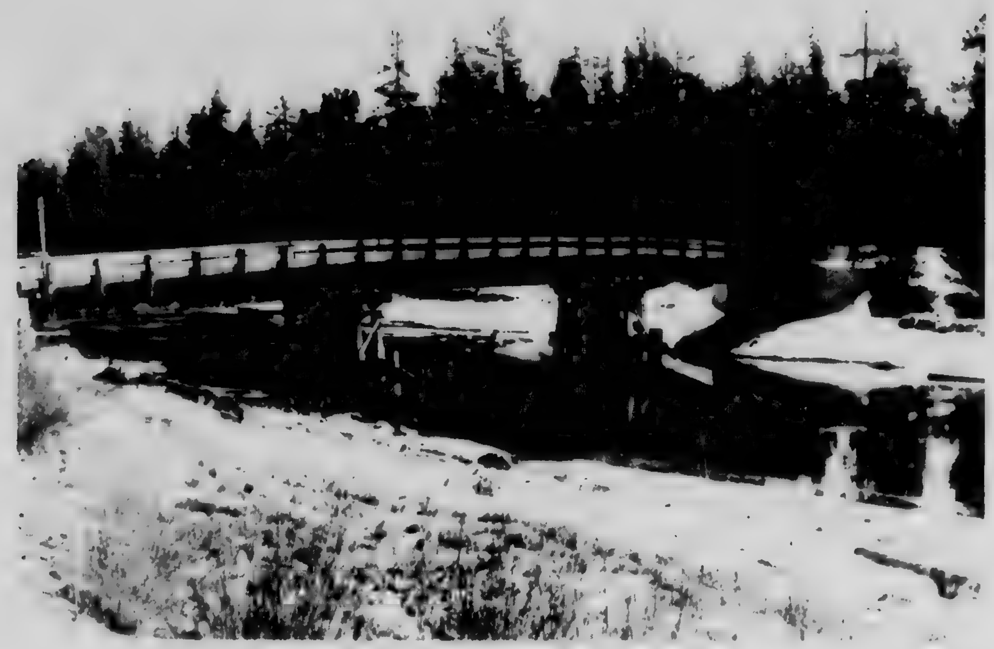
1) The Deschutes National Forest: Bend Ranger District. The Deschutes National Forest (DNF) owns all the land which would be required for the project under all the build alternatives except for one small parcel of private land on Alternative 1. They own and operate Big River Campground, and they were instrumental in formulating the alternatives, especially Alternative 2; relevant correspondence from the DNF is attached. The final plans, access to the campground and other aspects of the road that affect the campground would all be carefully coordinated with DNF officials before proceeding to contract.

2) Deschutes County. The project is on the Deschutes County Federal-Aid system. The General Patch Bridge replacement project is being prepared on behalf of Deschutes County by the Oregon State Highway Division and the Federal Highway Administration. The county is a working partner in this preparation.

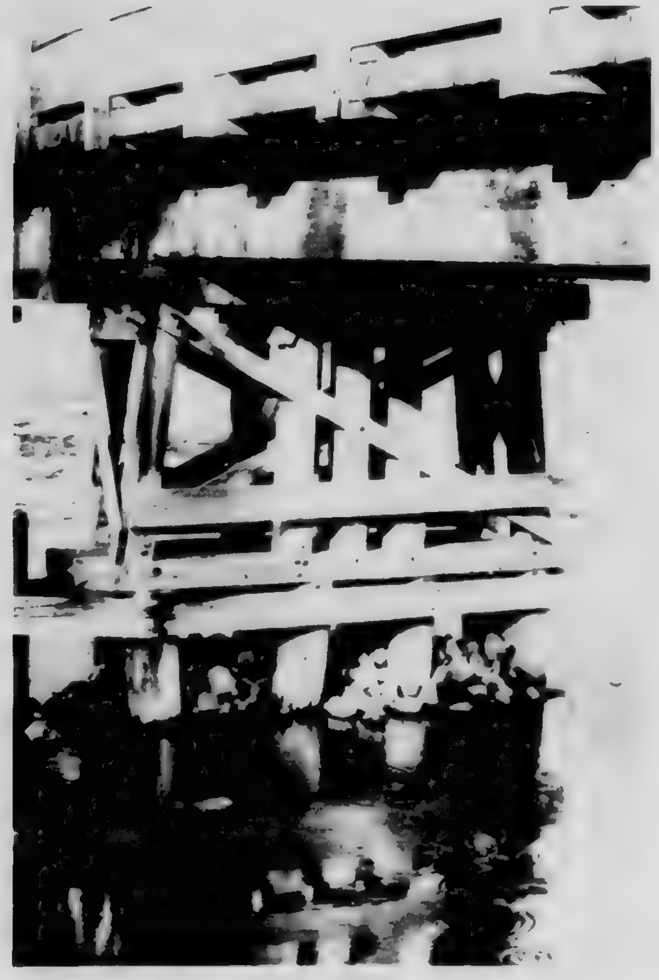
3) National Park Service. This 4(f) Determination has been reviewed and coordinated with the NPS. Their comments are attached.

4) U.S. Fish and Wildlife Service, Corps of Engineers, Oregon Department of Fish and Wildlife, Division of State Lands. Various fish and wildlife, wetland and other riverine resource requirements demand coordination with these agencies. This coordination is not related to Section 4(f) concerns *per se* but rather to resource issues covered in the accompanying Environmental Assessment. Coordination will be sought in conjunction with processing that document.

FIGURE A-1



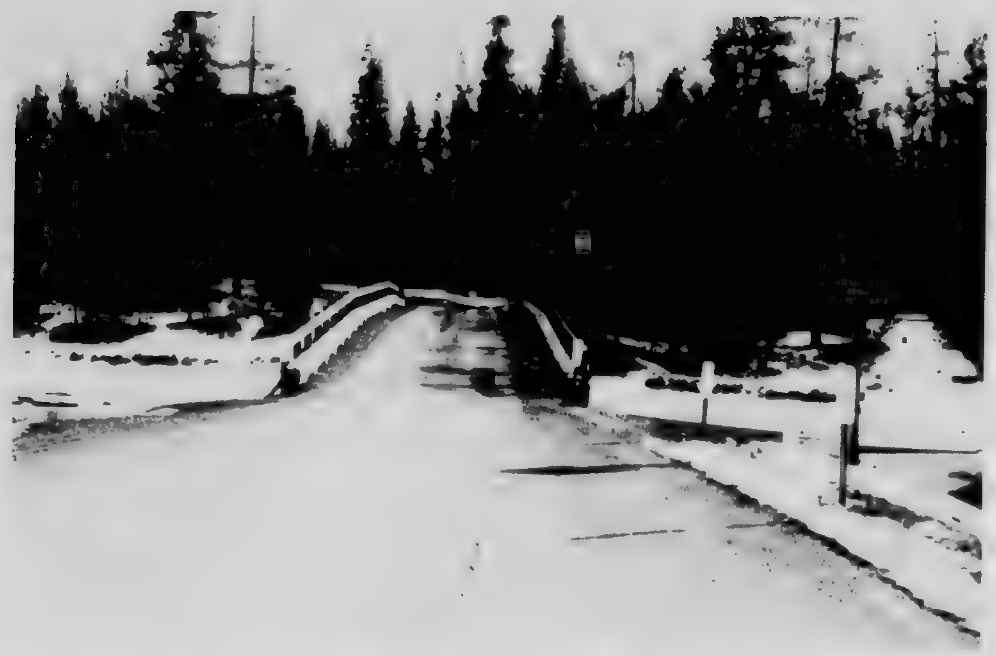
EXISTING GENERAL PATCH BRIDGE



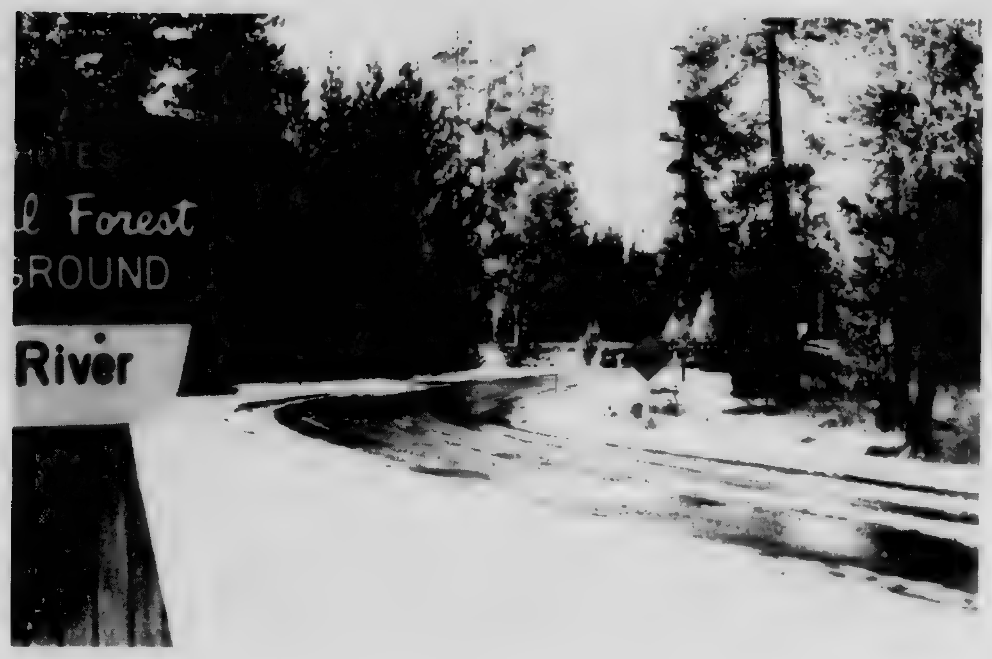
PIER DETAIL

DECK DETAIL

FIGURE A-2



EXISTING GENERAL
PATCH BRIDGE
ONE LANE
LOAD LIMITED


l Forest
GROUND
River

ENTRANCE TO BIG
RIVER CAMPGROUND
EAST BANK

ENTRANCE TO BIG
RIVER CAMPGROUND
WEST BANK

FIGURE A-3

ALTERNATIVE 2
CROSSING SITE

DESCHUTES RIVER
UPSTREAM FROM
EXISTING BRIDGE

DESCHUTES RIVER
DOWNSTREAM FROM
EXISTING BRIDGE

APPENDIX

Letter from Bend Ranger District

Deschutes National Forest

National Park Service

Letter

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
DESCHUTES NATIONAL FOREST
211 NE. Revere
Bend, Oregon 97701

FEB 2 1981

IN REPLY REFER TO
7720

Mr. John R. Hagedorn
Regional Federal Aid Engineer
Department of Transportation
Highway Division - Region 4
P.O. Box 5309
Bend, Oregon 97701

Dear Mr. Hagedorn:

In response to points raised in your inquiry of January 26, Alternatives 3 and 4 in our August 29, 1980 Environmental Assessment Report address the impacts of locating the alignment and bridge downstream from the existing bridge. They include higher construction costs, greater impact on residential areas, and greater impact on riparian habitat. It was also acknowledged there would be some benefits to recreation by such alignments; however, avoidance of 4(f) requirements were not considered to be the over-riding decision criteria in selecting the preferred alternative.

The preferred alternative separates the day use development or boat launch facilities from the overnight facilities which tends to give more effective utilization of the site. The impacts of the preferred alternatives on visuals and noise on the campground user was recognized as one of the costs of the proposed alternative. Access to the boat launch facilities is currently being planned from the east side of the river.

The existing and potential development on the west bank is not all that definite at this time. Current thinking is that in the future it would be developed for day use picnicking or some form of a group reservation site and for this reason we would want to maintain vehicular access via the old highway into the site.

Walt Schloer
WALTER C. SCHLOER, JR.
District Ranger

United States Department of the Interior
NATIONAL PARK SERVICE
Pacific Northwest Region
Westin Building, Room 1920
2001 Sixth Avenue
Seattle, Washington 98121

IN REPLY REFER TO:
FPC 37-2

August 7, 1981

Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
Highway Division
412 Transportation Building
Salem, OR 97310

Dear Mr. Potter:

After reviewing the preliminary Environmental Assessment/Section 4(f) Evaluation for the proposal to replace the Deschutes River (General Patch) Bridge, in Deschutes County, Oregon, we have the following comments.

We note that the Forest Service has proposed a preference for Alternative 2 despite the impacts that that alternative will have on the Big River Campground. The beneficial effects of a separation of incompatible recreation uses is seen as a reasonable exchange for the loss of relative quite and tranquility at the campground.

In the section entitled "Measures to Minimize Harm" reference is made to the impracticality of acquiring replacement land, and it is stated that, "Mitigation, then will center upon minimizing impacts." The major impacts appear to be the visual intrusion and increased noise levels in the campground. Mitigation measures to minimize these should include planting or the creation of slopes upon which native vegetation would quickly reestablish itself. Relatively flat slopes, generously covered with top soil and initially seeded with native grasses, would be conducive to natural reproduction of native coniferous trees.

The stated "need" stresses safety and capacity restrictions as the primary reasons for bridge replacement. The need for higher highway speeds is not stressed. It would appear that the apparently increased noise level of the realignment would be sufficient to warrant consideration of a reduced speed zone in the campground area. The discussion on speed limitation could be expanded to show that restricting speeds in the campground area would be so detrimental to vehicular traffic flow that it would justify the proposed impacts upon campers.

We would like to congratulate your staff on the clarity of this document. Although we have expressed questions about the degree to which mitigation has been addressed, the material which is presented is done so in a clear and sensitive manner.

We trust these comments, which are not an official Department of the Interior opinion, will be of use to you in your planning efforts.

Sincerely yours,

A. Sidney Melbon

for Richard L. Winters
Acting Associate Regional Director,
External Services

9773

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

November 13, 1981

Executive Department
Intergovernmental Relations Division
155 Cottage Street, NE
Salem, OR 97310

RE: Environmental Assessment
Deschutes River (General Patch) Bridge
South Century Drive (FAS-B345)
Deschutes County
District No. 10
RS-B345(2)

In accordance with the Council on Environmental Quality regulations for implementing the National Environmental Policy Act of 1969 (Public Law 91-190), attached are copies of the Environmental Assessment for your review and comment.

Your reply upon receipt of this Environmental Assessment is anticipated within the 30 day period established by the Council on Environmental Quality.

If you need additional information concerning this project, please contact the Environmental Section, 412 Transportation Building, Salem, Oregon 97310.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachments (16)

bc: D. E. Wilken
E. S. Hunter
D. E. Swan
Dale Allen
Robert Lammert

RECEIVED
TECHNICAL SERVICES
NOV 13 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

T773

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-B345(2)
Deschutes River (General Patch) Bridge
South Century Drive, Deschutes County
Environmental Assessment - Section 4

Date: October 26, 1981

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

NOTED
E. S. HUNTER

We have reviewed the Environmental Assessment and find that it adequately covers the environmental impacts of the project. We, therefore, concur in the approval of the document.

Robert B. Hathaway
for Dale E. Wilken

ENVIRONMENTAL SECTION
October 30, 1981

cc: H. S. Coulter
E. S. Hunter
D. H. Moehring
Dale Allen

RECEIVED
TECHNICAL SERVICES
NOV 2 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Adj | File

9773

P

September 11, 1981

Mr. William T. Martin
Forest Engineer
Deschutes National Forest
211 N. E. Revere Street
Bend, OR 97701

AGR

MISC. CONTRACTS and
AGREEMENTS No. 7410

Dear Mr. Martin:

Attached for your records is a fully executed copy of a Letter of Understanding with the U. S. Forest Service concerning construction of the Deschutes River (General Patch) Bridge on South Century Drive in Deschutes County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (agree. att.)

9773

United States Department of Agriculture
Forest Service
Deschutes National Forest
211 NE. Revere, Bend, Oregon 97701

Reply to: 7720 Development

Date: JUL 24 1981

Subject: Draft Letter of Understanding, General

To: Patch Bridge, Deschutes County

J. R. Hagedorn
Oregon State Highway Department
63055 Highway 97
Bend, Oregon 97701

We have reviewed the draft Letter of Understanding for the referenced project. We have only two items of concern as noted below:

Page 2, First Paragraph

> Please change the wording as follows: "Furnish a Department of Transportation easement on National Forest land to Deschutes County upon completion of the project, and . . ." We currently have a project agreement with Deschutes County for construction of the project.

Page 2, Second Paragraph

> We would prefer to have the Government reimburse the State for the actual preconstruction and construction engineering costs, rather than the proposed 10 percent of construction.

Please feel free to contact me or Bill Renison if either of these changes are not acceptable.

Your draft Letter of Understanding brought our attention to the fact that relocation of utilities on this project is Forest Service responsibility. We would appreciate your letting us know when the design is complete so we can assess what needs to be done.

William T Martin
WILLIAM T. MARTIN
Forest Engineer

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUL 28 1981
REFERRED TO
FOR
FILE: PM FA LG.

9773

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

TO: MEMO TO THE FILES

DATE: July 23, 1981

FROM: J. R. Hagedorn
Region Federal Aid Engineer

SUBJECT:
Deschutes River (General Patch) Bridge
FAS B-345
Deschutes County

Received word this date from the Bend office of the U.S.F.S. that they intend to have a timber sale for the merchantable timber within the necessary R/W (whichever alternate is chosen). The U.S.F.S. should be notified as soon as possible after the alternate is chosen and the R/W is determined.

JRH:pw

cc: Dale Allen, Region Engineer
Frank Terpin, Location
Eb Englemann, Environmental
Wil Robertson, Resident Engineer
Neil Hudson, PWD Deschutes County
D. E. Swan, Project Management

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☒
JUL 27 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9773 6-81

ENVIRONMENTAL ASSESSMENT

NOISE STUDY REPORT

Deschutes River (General Patch) Bridge
South Century Drive
Deschutes County

Prepared by:

Oregon Department of Transportation
Technical Services Branch
Gerald Morrison, Environmental Engineer

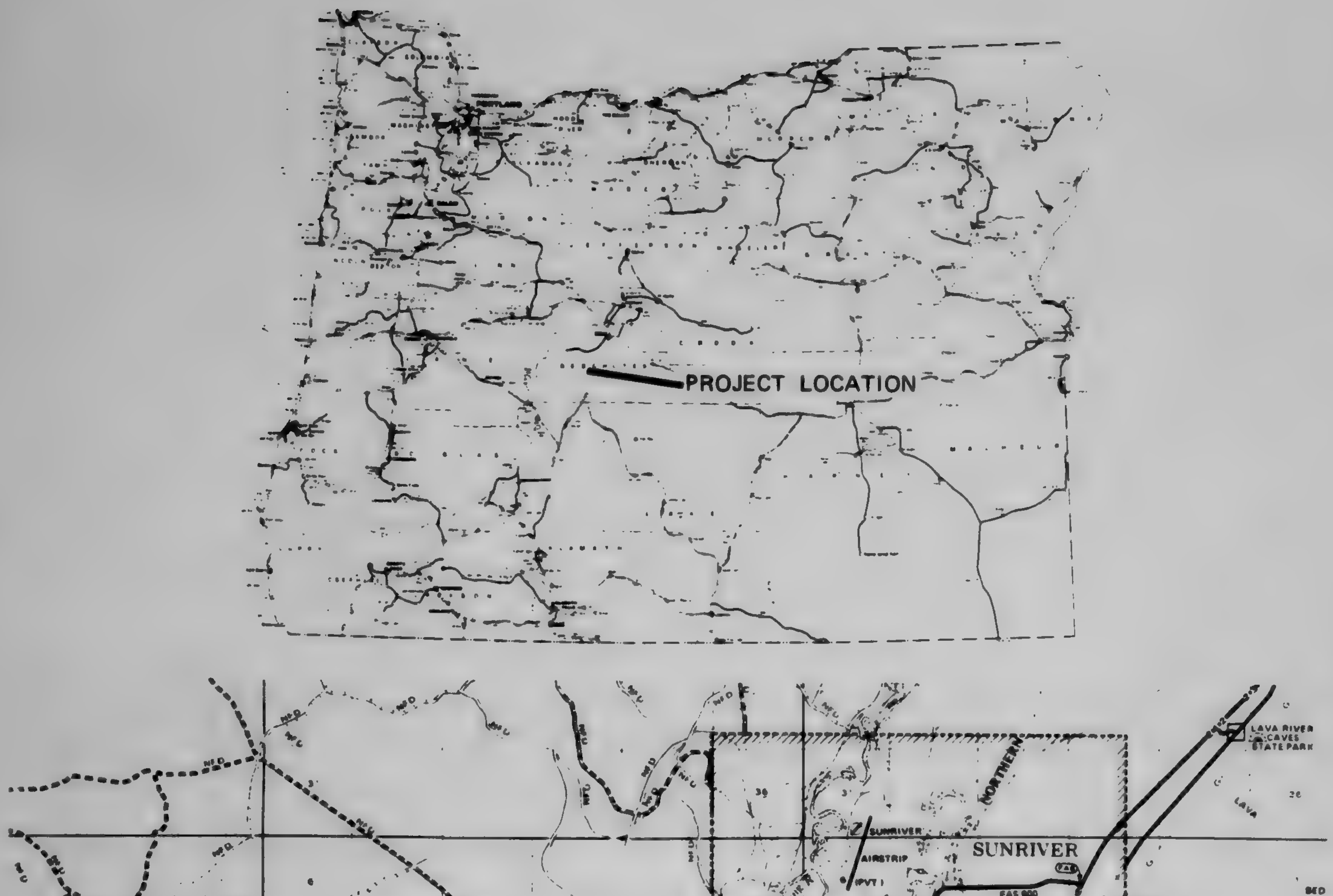
June, 1981

RECEIVED
FEB 16 1984
ROAD DESIGN SECTION

1 Vertoog
Anderson
Adams
Marsh
2 T.E.
Torpin
3 Trout
[illegible]

Do Not File ☐
Return To
Bring Up / /
Action

FIGURE 1
PROJECT LOCATION


PROJECT LOCATION
LAVA RIVER CAVES STATE PARK
SUNRIVER
SUNRIVER AIRSTRIP (PVT)
NORTHERN
FAS 900
STEARNS AIRSTRIP
Klak Bu
Lolo Bu
Anns Bu
NATIONAL
GENERAL PATCH BRIDGE
PROJECT SITE
Sitkum Bu
Pistolas Bu
LAVA
BED
97
BATES BUTTE
BURLINGTON
FALL RIVER AIRFIELD
FALL RIVER
The Rock
LA PINE STATE RECREATION AREA
LA PINE RECREATION AREA
FALL RIVER FOREST SERVICE STATION
NFD

Deschutes River (General Patch) Bridge
South Century Drive
Deschutes County

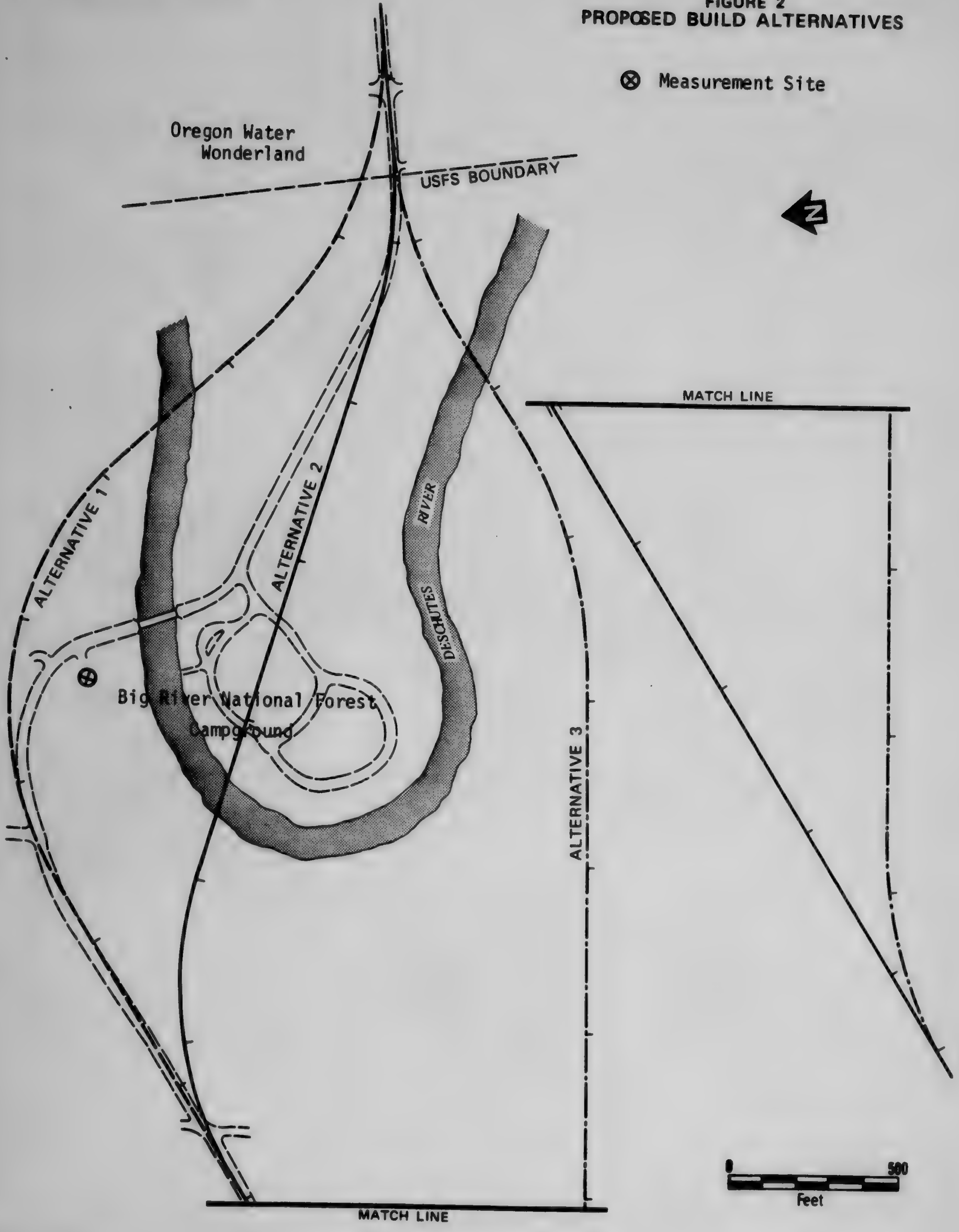


FIGURE 2
PROPOSED BUILD ALTERNATIVES

⊗ Measurement Site
Oregon Water Wonderland
USFS BOUNDARY
N
MATCH LINE
ALTERNATIVE 1
ALTERNATIVE 2
ALTERNATIVE 3
DESCHUTES RIVER
Big River National Forest Campground
0
500
Feet
MATCH LINE

Deschuted River (General Patch) Bridge
South Century Drive
Deschutes County

I. PROJECT DESCRIPTION

The proposed project would replace a narrow single-lane structually deficient wooden structure with a two-lane bridge with six-foot shoulders. The existing structure carries a load limit of 12 tons. The bridge is located on South Century Drive (Cascade Loop Highway), approximately 5 miles west of U.S. 97. Existing bridge approach curves are hazardous and efforts to flatten these curves are a major emphasis of this project. This would be accomplished by implementing one of the three improvement options under study: downstream alignment (Alternative 1); new alignment slightly upstream (Alternative 2); or a new alignment further upstream (Alternative 3). All the alternatives would keep and maintain the existing bridge as a pedestrian/bicycle bridge in the campground.

Uncontrolled access along this project classifies this as a Type 1-B project, according to FHPM 7-7-3.

II. Detailed Noise Analysis

A. Activities or Land Uses Adjacent to Project

The project site is located on U.S. Forest Service land. The project section is located adjacent to Big River Forest Service Campground. The park provides for camping, picnicking, boating and fishing. Oregon Water Wonderland subdivision is located at the east terminus of the project. This private acreage makes up the east bank of the Deschutes River and adjoins the Forest Service Land to the east. The project is one of the main travel routes to the Cascade High Lakes county for all types of recreational and logging uses. The Forest Service and Deschutes County favor Alternative 2.

B. Predicted Noise Levels

This analysis was conducted in conformance with FHPM 7-7-3, "Procedures for Abatement of Highway Traffic Noise and Construction Noise."

The FHWA Highway Traffic Prediction Model (FHWA-RD-77-108) was used to predict noise levels at 50 feet from the road centerline to determine if receptors adjoining the project would be impacted. The prediction method utilizes vehicular volumes, truck volumes, the vehicular speeds and topography. Traffic conditions producing the worst case noise level in the design year 2000 were analyzed. The peak truck hour condition produces the highest noise level and is used as the worst case (see Table 1).

Removal of the existing load limit of Deschutes River Bridge would lead to an increase in heavy truck traffic (mostly logging) resulting in higher noise levels. In addition, improved bridge approach alignments of the build alternatives will result in significantly higher noise levels due to increased vehicular speeds.

C. Measured Noise Levels

A noise measurement was taken to determine the ambient noise levels at the Forest Service Campground (see Figure 2). The existing noise levels were measured with instruments* meeting the requirements set forth in ANSI Standard S1.4-1971, as specified in FHPM 7-7-3. Ambient levels of Leq 38 dBA were recorded in early February (snow still on ground) and reflects the quiet and peaceful environment without the presence local traffic. Figure 3 gives evidence that ambient levels at the campground (Leq 38 dBA) are serene and quiet. This information provides a base for assessing the impact of noise level increases due to proposed highway improvements.

---

*Nagra IV-S recorder in conjunction with a B & K Type 1 Sound Meter, Model 2209-B.

TABLE 1

TRAFFIC DATA AND PREDICTED NOISE LEVELS

Deschutes River (General Patch) Bridge
South Century Drive
Deschutes County

(Peak Truck Hour)

Year	Autos	Medium Truck	Heavy Truck	Speed (mph)	Noise Level @ 50' from Road ℄ (Leq dBA)
1980 (Existing)	35	5	1	20	49
2000 (No-Build)	100	9	2	19	52
2000 (Build) (Alternatives 1, 2, & 3)	100	9	11	50	64

TABLE 2

FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVEL STANDARDS

Activity Category	Design Noise Levels $L_{eq}(h)$	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

FIGURE 3

TYPICAL A WEIGHTED SOUND PRESSURE LEVELS

	140	(THRESHOLD OF PAIN)
50 HP SIREN (100')		
	130	
JET TAKEOFF (200')		
	120	(UNCOMFORTABLY LOUD)
ROCK-N-ROLL BAND		
RIVETING MACHINE	110	
	100	(VERY LOUD)
FARM TRACTOR		
MOTOR CYCLE (25')	90	
DIESEL TRUCK 40 MPH (50')		
GARBAGE DISPOSAL	80	(MODERATELY LOUD)
VACUUM CLEANER (10')	70	
PASSENGER CAR 65 MPH (25')		
AIR CONDITIONING UNIT (20') NORMAL CONVERSATION	60	
PRIVATE BUSINESS OFFICE	50	(QUIET)
	40	
SOFT WHISPER (5')		
RUSTLING OF LEAVES	30	(VERY QUIET)
STUDIO FOR SOUND PICTURES	20	
	10	(JUST AUDIBLE)
	0	(THRESHOLD OF HEARING) 1000- 4000 HZ

SOUND LEVEL,
dBA

D. Traffic Noise Impacts

The proposed alignments will have a dramatic effect upon the serene and quiet atmosphere at Big River National Forest Campground. The narrow, weight-restricted bridge with speed-restrictive approaches has minimized traffic noise levels along the existing roadway. As one moves away from the existing highway, the traffic contribution to the sound environment diminishes further. Because the proposed alternative alignments traverse quiet areas quite distant from the existing highway, they will cause noise levels to increase. Therefore, a campsite is considered impacted if it experiences at least a 10 dBA increase in noise levels. This increase is equivalent to at least a doubling of noise loudness relative to present conditions and is considered a significant adverse impact.

A level of Leq 38 dBA was measured as the ambient noise level in the campground where traffic noise is absent. Camping sites were analyzed to determine the existing noise levels and the effect each alternative would have on future noise levels at each site. Table 3 shows a comparison of impacted campsites and the respective range of noise level increases for each alternative.

Alternative 1 would impact the west bank campground facilities adjacent to where it ties in with the existing roadway. A total of 5 campsites will be impacted by a significant increase in noise levels under this alternative. In addition one mobile home will be displaced by the additional right-of-way required for this alternative. Oregon Water Wonderland subdivision will experience noise levels of up to 8 dBA higher if Alternative 1 is selected over Alternatives 2 and 3.

Alternative 2 would have the most severe impacts upon the Big River Forest Service Campground. Alternative 2 would bisect the campground on the east bank and would narrowly miss improvements in a similar facility on the

FIGURE 4
EXISTING BIG RIVER CAMPGROUND
EAST BANK

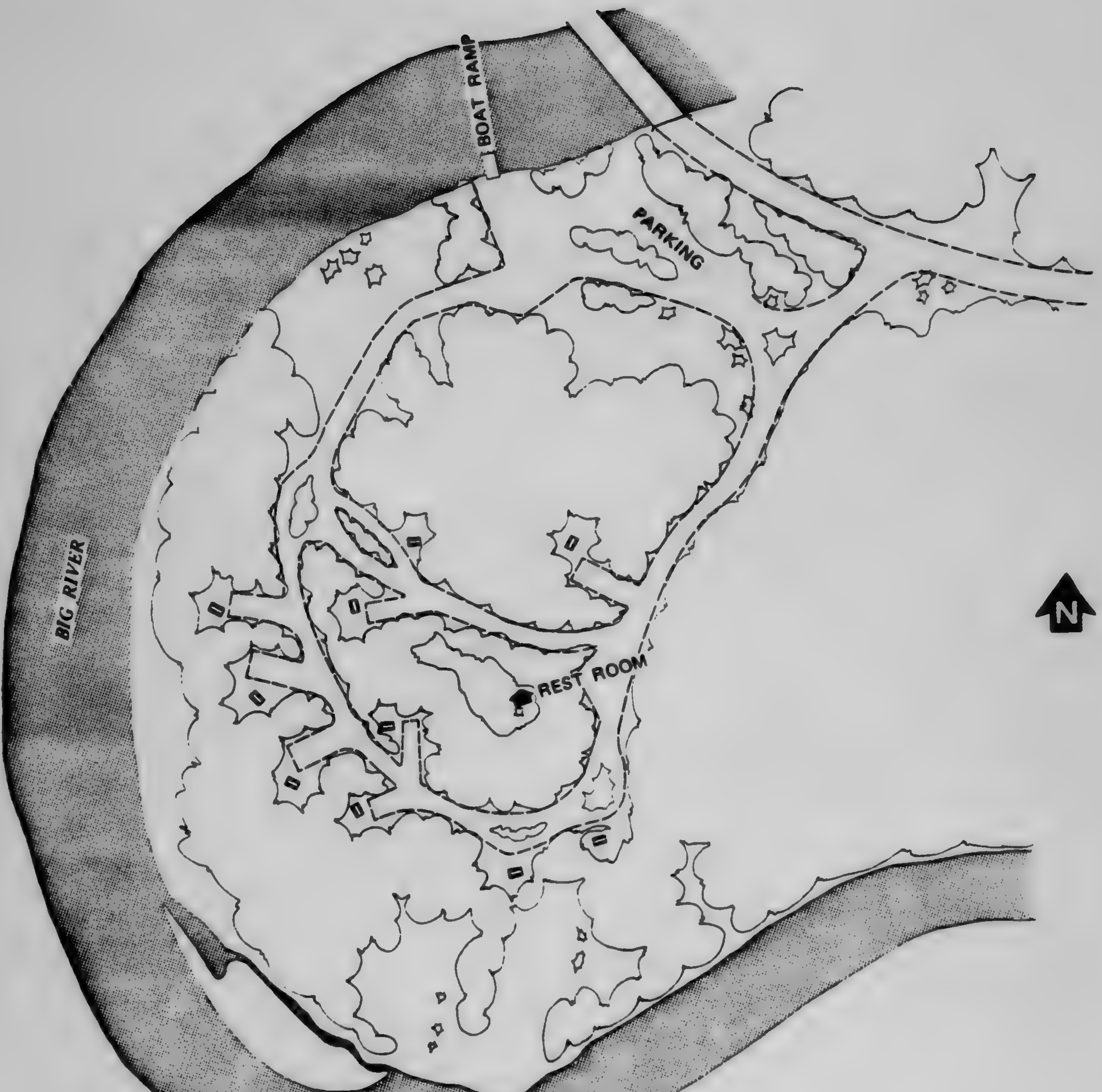
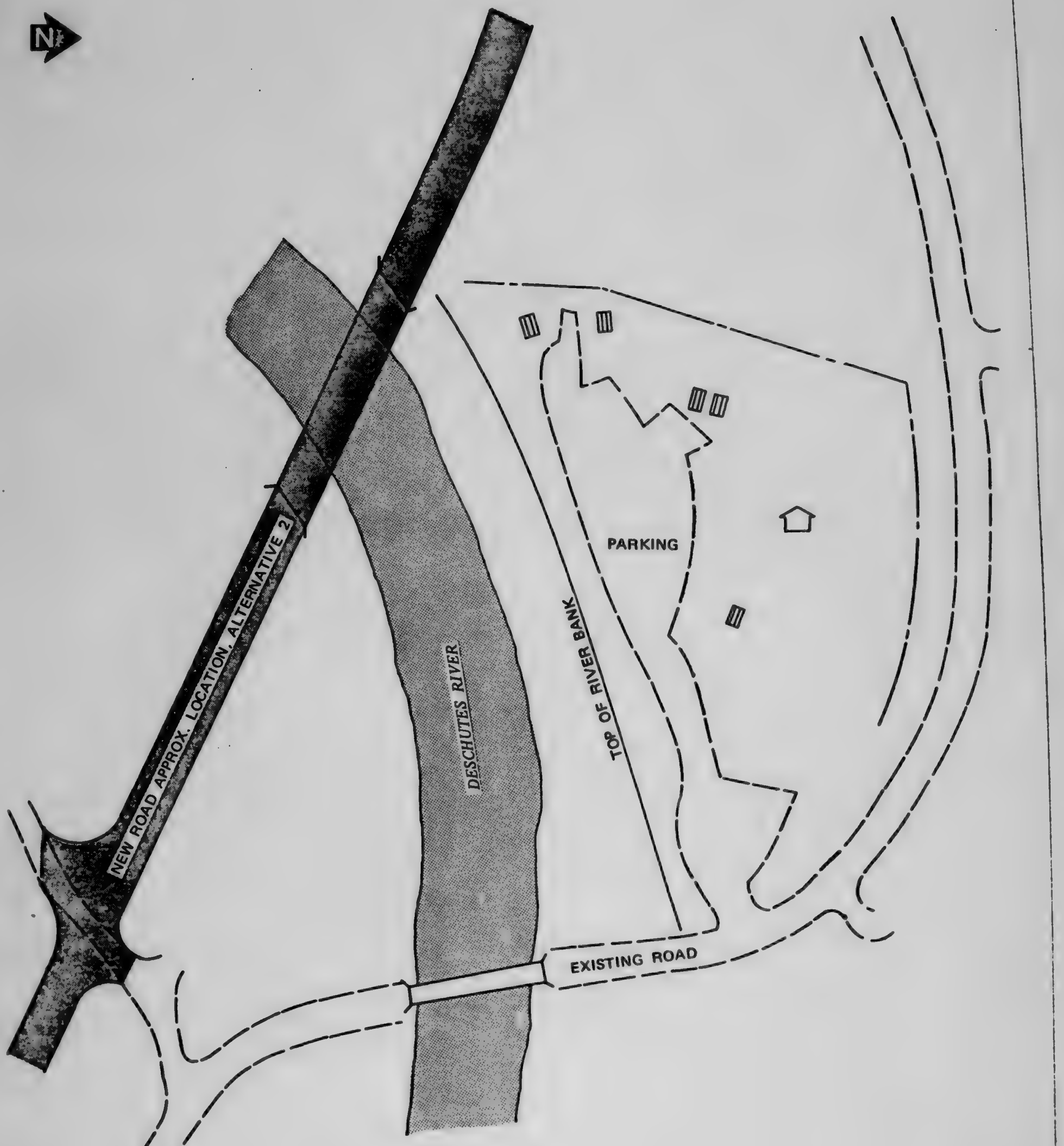

BOAT RAMP
PARKING
REST ROOM
BIG RIVER
N

FIGURE 5
BIG RIVER CAMPGROUND WEST BANK


N
NEW ROAD APPROX. LOCATION, ALTERNATIVE 2
DESCHUTES RIVER
TOP OF RIVER BANK
PARKING
EXISTING ROAD

Deschutes River (General Patch) Bridge
South Century Drive
Deschutes County

TABLE 3

NUMBER OF CAMPSITES IMPACTED BY SIGNIFICANT INCREASE IN NOISE LEVELS*

	East Bank Facilities	West Bank Facilities
Alternative 1	0 (7-9 dBA)**	5 (11-13 dBA)
Alternative 2	10 (13-21 dBA)	4 (8-10 dBA)
Alternative 3	2 (7-11 dBA)	0 (2-6 dBA)

---

* 10 dBA or greater increase

**Numbers in ( ) indicates the range of noise level increases west bank. All but one of fifteen campsites will be impacted by the significant increase criteria as a result of this build option.

Alternative 3 will have the least effect upon the campground. Only two campsites on the east bank will be impacted by a significant increase in noise levels (see Table 3).

E. Evaluation of Noise Abatement Measures

Traffic management measures such as possible prohibition of truck use, vehicle time use restrictions, and modified speed limits, were investigated as to feasibility and effectiveness. Such measures would be contrary to the project purpose and would not provide the desired level of service to the logging industry and the motoring public. Therefore, this mitigative measure was not investigated further.

A GM barrier was investigated as a partial noise mitigation measure for the campground. The barrier could serve as a safety feature of the bridge and its approaches as well. The GM barrier, however, would do little to mitigate noise levels because of the predominant heavy truck traffic. The scenic setting makes higher sound walls aestheticially undesirable. Therefore no mitigation is proposed.

III. CONSTRUCTION NOISE ANALYSIS

Areas adjacent to the project will be exposed to additional noise levels during construction. These noise levels will come from the construction equipment used. Table 4 shows the typical ranges of noise levels for construction equipment (at 50 feet) which might be used during construction. It is anticipated that project construction will utilize earth-moving equipment such as excavating machinery (backhoes, bull-dozers, etc.). Of the noise generated by such engines, the predominate source is that of the exhaust system. (See Figure 6).

TABLE 4

CONSTRUCTION EQUIPMENT NOISE RANGES

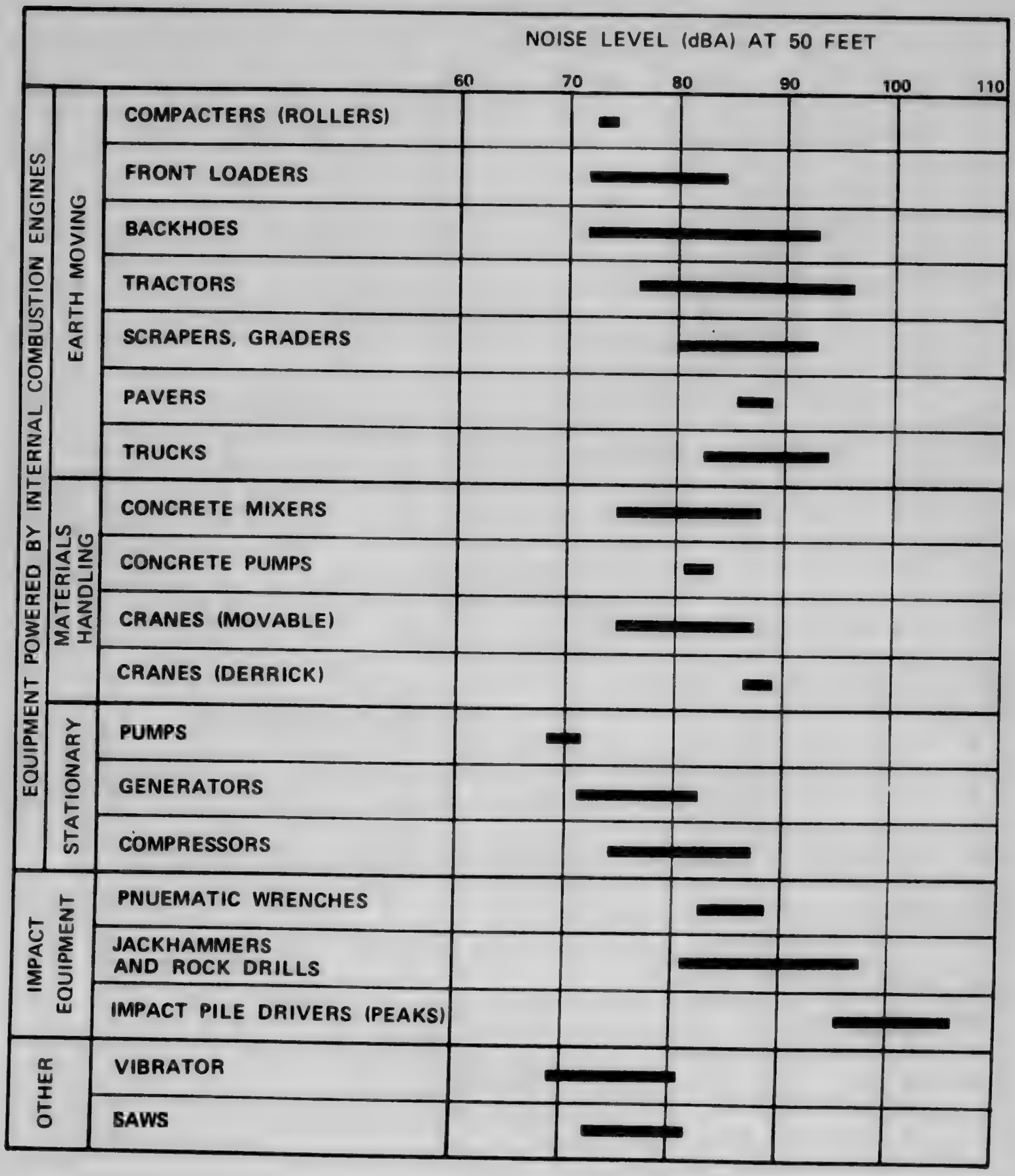


FIGURE 6

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.
4. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

IV. LOCAL COORDINATION AND NOTIFICATION

To date, no communications have taken place with local officials concerning this traffic noise study.

Predicted traffic noise levels for the year 2000 are in conflict with the FHWA design noise levels for land use activity Category B up to 35 feet from road centerline (see Table 2). It is urged that the county remain cognizant of this conflict along South Century Drive, and that land use plans, zoning, and/or building code requirements be made compatible with the noise environment.

A copy of this report will be sent to the Deschutes County Planning Department for their information.

9773 6-24-81

Deschutes River (General Patch) Bridge

Narritive Report

The purpose of this survey is to replace an existing single lane wooden structure with hazardous approaches with a new 2lane structure with sidewalk and a revised alignment.

The forest Service has chosen the alignment used from other alternate routes and have run the line in the field.
All the property within the survey is owned by the Forest Service.
The Forest Service has requested the following:
- The typical bridge section shown on vicinity map.
- All beams of type IV or no steps under structure.
- Re-Construct exsiting footpath on East end of new structure.
- The use of colored concrete in the parapet rail. (Cor-ten shade)
- The use of a timber railing for the pedestrian. (Plans Included)
- The use of Cor-Ten guard rail.
- All existing pavement to be removed, (cross-hatched on plans).
- The approaches Lt. & Rt. of Sta 26+95 & 43+95 to be constructed.
- The clearing limits to be staked for timber cruise.
- That a 78 or 84 inch CMP under the fill not be used in lieu of footpath.
- That a footpath be constructed Lt. Sta 18+50 to 20+00 at toe of fill.
- That a sidewalk be constructed on the downstream side of the bridge

General Information:
- The existing boatramp has a 12% gradient.
- The existing wood structure has a 52 ft. center span.
- The existing footpath elevation is 4062 ft.
- The summer elevation of the river is 4060.6 ft.
- The winter elevation of the river is 4055.7 ft.
- The bearing of the new alignment was furnished by the Forest Service.
- Underground telephone cable X-ing located at Sta. 43+00.
- Group of mailboxes Lt. Sta 43+00.
- Approach Lt. Sta 43+00 (heavy traffic).
- Approach Rt. Sta 43+00 (little traffic).
- Cost Of a 78"x96' CMP is $10,000.00 .
- Cost of colored concrete (Bend) $ 20-22 extra per C.Y.
- Maximum superelevation rate shall be .06/ft (snow and ice conditions)
- The existing structure is under a reduced load limit.
- The earthwork has been computed with a 20% shrinkage factor.
- The Deschutes river full low is during April thru November.
- Forest Service has a cinder pit at west end of project.
- Paving materials will come from Bend (commercial).
- No haul has been calculated for the general excavation.
- Grid-roller with tractor will be used in lieu of compaction spec. (price obtained from Salem 1981)
- Enviormental Section is presently making a 4-(f) report for the USFS.

Deschutes River (General Patch) Bridge

Narritive Report
(cont.)

The following datum was assumed for the new structure and the project was computed accordingly:

Bent #1 Sta 31+16

Bent #2 Sta 31+81

Bent #3 Sta 32+71

Bent #4 Sta 33+36

The end bents will be abutment type with wing-walls.
The bridge skew angle will be 30 degrees.
The FHWA will allow the parapet rail to encroach on the shoulder width of the typical section.

9773

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINIS ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B345(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00113

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/17/81

8. FEDERAL ROUTE NUMBER Secondary B345

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Deschutes River (General Patch) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

My authorization to proceed with all phases of PE up to PS&E preparation is changed to all phases of PE necessary for adoption of a FONSI effective 12/15/80 in compliance with NEPA.

Also, as requested in Mr. Swan's letter of 3/3/81, I approve the revised Preliminary Engineering Costs to a TEC of $64,400 Federal Funds $56,768.

(Increase TEC $14,800 Federal Funds $13,046)

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO Moehring
FOR

Orig to 3-20-81

14. DATE 3/17/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Form 81-734-3020

9773

LOCAL

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Deschutes River (General Patbh) Bridge

Date February 17, 1981

Highway Fall River County Rd. FAS 3-345

Authorization No. 2

County Deschutes #9

Survey Prefix 509-1910 (Assigned by Salem office)

Description of termini, route, length, etc.:

At MP 20.3 on the Fall River Rd (FAS 3-345) which is approximately 8.3 miles westerly from the Dalles-California Highway

Proposed;

Replace, ~~by~~ on revised alignment, a 154 foot long by 14.5 foot wide wooden bridge with a new structure 260 feet long by 36 feet wide.

Purpose of Survey:

Prepare Plans, Specifications, & Estimate for FAS-C project.

Bridge Design w/o cost to County.

Estimste of Costs
(Through Design Approval Only)

Resident Engineer	(901)	$15,000
Final Design	(905)	0
Soils & Geology	(910)	100
Utility Liaison	(911)	300
Recon. & Hydrology	(918)	1,000
Project Management	(920)	50
Specifications	(921)	0
Adm. Serv. (Eng.)	(922)	50
Environmental	(923)	15,000
Found. Investigation	(926)	0
Free Br. Des. to County	(927)	0

RS-B345(2)
7-28-80

This Authority #2 is necessary to reduce Authorized costs due to re-evaluation of project to Category 2, requiring a FONSI, ~~and allowing~~ Work to proceed through Design Approval only.

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAR 19 1981
LOCATION
SECTION

Total estimated cost of survey	$31,500
Previous authorization	49,600
Additional authorization requested	<- 18,100>
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:
Frank E. Perpin
Location Engineer

Approved:
J H Westley for 3-19-81
Assistant State Highway Engineer

SP*19700-734

FUNDING WORKSHEET FOR AUTHORITY FOR SURVEY/LOCATION PROSPECTUS

Section Deschutes River (General Patch) Br.
Authority for Survey # 2
Prefix (only if for additional funding) # 509-1910
Highway FAS B-345
County Deschutes

Column A - Total Funds needed for present phase of work
Column B - Total Funds needed to complete project

		Spent Thro 11/30/81	Auth By SA #1	Funds to Be Added to SA #1: Add'l Funds Required by Resident	Add'l Funds Required By Region	Add'l Funds Required by Salem		Funds needed for a completed project	
Resident Engineer	901	3269	15000					15000	15
Citizens involvement	902								
Payment to local government	903								
Consultant fees	904								
Final Design	905		5000					5000	0
Bridge Design	906								
Preliminary Design	907								
Right of way descriptions	909								
Soils and geology	910	40	800					800	100
Signing (traffic dept.)	911								
Landscape department	912								
Right of way - liaison & relocation	913								
Utility liaison	914		300					300	300
Photogrammetry	916								
Inventory needs	917								
Reconnaissance & Hydrology	918		1000					1000	1000
Engineering graphics	919								
Project Management	920		50					50	50
Specifications	921		1200					1200	0
Administrative Services (engineering)	922		50					50	50
Environmental Section	923	330	200			14,800		15000	15,000
Department of Transportation	924								
Air Monitoring	925								
Foundation investigation	926		-4,000					4000	0
Fr[illegible] Bridge Design to county	927		22 000					22,000	0
Training courses, confer. & seminars	950								
Employee relocation asst. program	955								
Personal leave	960								
Historical sites inventory	975								
Public hearing charges	980								
EEO monitoring expense	985								
"Non-State" employees travel	986								
TOTALS		3640	49,600			14,800		64 400	31,500
Signature						2-9-81			
Date									

proj now Cat 2
(FONSI)
923 needs total of
15,000

9773

7775

December 16, 1980

Board of County Commissioners
Deschutes County
Courthouse
Bend, OR 97701

AGR 4

Attention: Rosemary Patterson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7270

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Deschutes River (General Patch) Bridge Section of South Century Drive.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: ✓H. S. Coulter
State Highway Engineer

DATE: June 24, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed FAS-C Project
Deschutes County

Deschutes County is requesting the authorization of the construction of the Deschutes River (General Patch) Br. on S. Century Drive, FAS-B345. The new bridge will be on improved alignment, and will be approximately 260 feet long with a roadway 32-feet wide. Also construct the approaches and sidewalks. P.E. was approved on February 7, 1980. Engineering by the State.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	Local Funds
Deschutes Co.	Deschutes River (General Patch) Br., FAS B345	$600,000	$528,000	$36,000	$36,000

The region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

6-25
orig to Gannon
cys Proj Management
Files

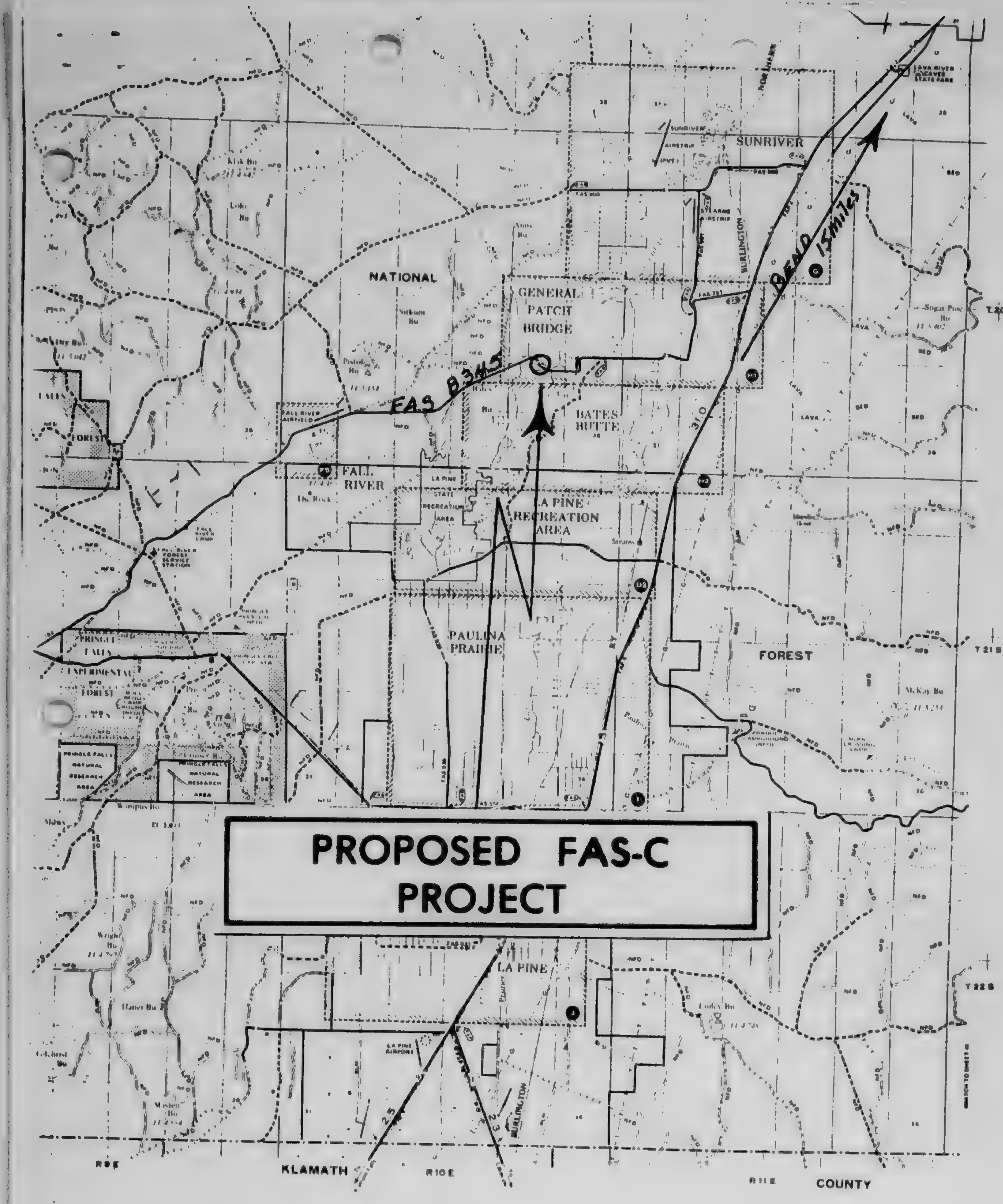
APPROVED BY:

H. S. Coulter
State Highway Engineer

Date 6/24/80

HR:pf
Attachment

Contains Recycled Materials


SUNRIVER
LAVA RIVER CAVES STATE PARK
NATIONAL
GENERAL PATCH BRIDGE
FAS B345
Bend 15 miles
BURLINGTON
BATES BUTTE
FALL RIVER
FALL RIVER AIRFIELD
LA PINE STATE RECREATION AREA
LA PINE RECREATION AREA
PAULINA PRAIRIE
PRINGLE FALLS EXPERIMENTAL FOREST
PRINGLE FALLS NATURAL RESEARCH AREA
FOREST
LAVA
T.20 S
T.21 S
T.22 S
LA PINE
LA PINE AIRPORT
KLAMATH
R 9 E
R 10 E
R 11 E
COUNTY

PROPOSED FAS-C PROJECT

GENERAL HIGHWAY MAP

DESCHUTES COUNT

OREGON

Form FHWA 121 (1/80)

9773

DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINISTRATION

HE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

c

memorandum

Subject: Revised Project Category Request
Oregon Project RS-B345(2)
Deschutes River (General Patch) Bridge
South Century Dr., Deschutes County

Date: December 15, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your December 4, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 2, requiring preparation of an environmental assessment, and a Finding of No Significant Impact (FONSI), according to the new Council on Environmental Quality guidelines.

P. V. Riedl
G. L. Green
for

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Reg IV, Env)

ENVIRONMENTAL SECTION
December 17, 1980

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
B. L. Gifford (2)
R. H. Prange
Phil Lewellyn
Surfacing Design
Dale Allen
John Hagedorn
Rolland VanCleave
Robert Lammert
Kay Turner
Don Keyes (8)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

RS-B345(2)

A. Project Identification:

Section Deschutes River (General Patch) Bridge
Highway South Century Drive (FAS B345)
County Deschutes
Region IV
(Attach Sketch Map)

Date December 4, 1980
City N/A Hwy. No. N/A
Begin M.P. N/A Length
Program Estimate $560,000
Funding Source FAS-C

B. Purpose, Need, and Description of Project (Describe Alternatives):

The Deschutes River (General Patch) Bridge, located on Century Drive (Cascade Loop Highway), approximately 5 miles west of U.S. 97, was originally constructed by the U.S. Forest Service in 1961. The bridge is a single lane, wooden structure with hazardous approaches. The project section is located in close proximity to Big River Forest Service Campground. Because of the recreational use of the area, hazardous approaches and lack of sidewalks on the narrow bridge, there have been several accidents and near accidents in the project area in recent years. The road is used primarily by log trucks, local residents and recreation vehicles. Recreationists walking and bicycling along the road and fishing from the bridge often provide potential hazards. (CONTINUED ON PAGE 1A).

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
X 2	Environmental Assessment and Finding of No Significant Impact
____ 3	Categorical Exclusion

Other Documentation:

- ☒ Wetlands Finding
- ☒ Cultural Resource Survey
- ☐ Section 106 Procedures
- ☒ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☒ Section 4(f) Determination

Basis for Recommended Category:

Potential 4(f) impacts to Big River Campground, potential wetlands impacts, nearby subdivision development, the sensitivity of the Deschutes River, area recreation use, and the possible historical value of the existing bridge all appear to warrant the level of documentation now proposed. (In February 1980, it was proposed as a Category 3 project).

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved, Gravel)	yes-variable	yes-2x6' paved
Average Daily Traffic (Volume/Year)	349	1,000-year 2000
Alignment (New, Combined, Existing)		new
Speeds (Posted/Estimated)		40-55 mph

(11-16-79)

The existing bridge is also experiencing deterioration in pilings along the normal water line according to county maintenance records.

It is proposed that the existing structure be replaced by a new 2-lane bridge and improved approaches. It has also been proposed that the existing bridge be kept for bicycle and pedestrian use in the campground, as part of an overall expansion plan. Both concrete and treated timber bridges would be considered in preliminary engineering. Care would be taken to minimize any encroachment on existing or potential recreation sites. Most right-of-way would be acquired, at no cost from the Forest Service, however, one possible alternative may require a small purchase of land.

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	7±
Estimated Number of Parcels	2
Residential Relocation (No.)	none
Business Relocation (No.)	none

It is expected that all needed land will be acquired by donation from the U.S. Forest Service. Some timber will be removed as a consequence of the new alignment.

2. Estimated Impact on Land Use:

It is not anticipated that the project will cause any noticeable impact on the recreational or residential development in the area. Existing conflicts would be reduced between the recreationist and highway traveler.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Safety and capacity will be improved by the replacement and widening of the bridge and improvement of the alignment. Through traffic will be further from the established recreation facilities. Some air and noise quality may be reduced as traffic increases, however, this will have minimal impact because the roadway will be moved from the recreational area.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources: The area surrounding the bridge site is flat land and drops into a marshy area before reaching the main stream. The marshy area is covered with heavy river grass and lodgepole pine reaches the bank and surrounds the whole area in a thick stand. The bridge would be built from stream bank to bank and the State Fish and Game Commission would be consulted and would approve the construction plans. Wetlands impacts would vary, depending upon the alternative selected.

Wildlife along the river includes deer, muskrat, and wild game birds. The river is stocked and heavily fished in season, and there is boating most of the year.

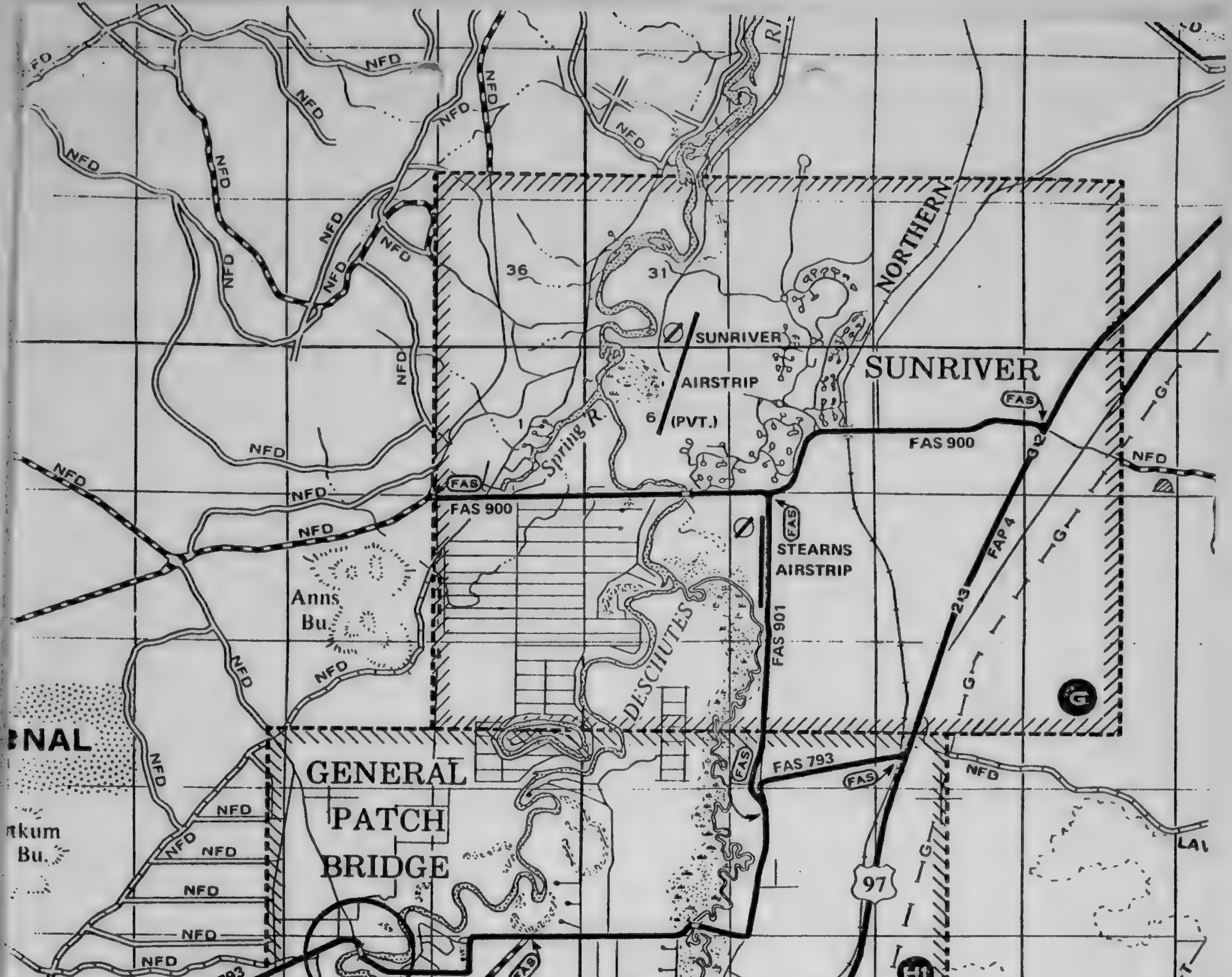
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

The project site is located on U.S. Forest Service land. Ninety percent of the land to the west of the project is Forest Service owned. Three sub-divisions (two within 1/4 mile and a third 3 1/2 miles from the project), a fish hatchery, and an air strip are located in the vicinity of the project. The bridge site has a very broad economic base because it is one of the main traveled routes to the Cascade High Lakes country for all types of recreational and logging uses.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

--Minimization of impacts to the existing campground and complementing the proposed expansion of the site.
--Minimizing wetlands impacts
--The aesthetics of the new bridge

Name of Preparer and Phone Number: Eb Engelmann (378-8486)


SUNRIVER
SUNRIVER AIRSTRIP 6 (PVT.)
STEARNS AIRSTRIP
NORTHERN
GENERAL PATCH BRIDGE
BATES BUTTE
LA PINE RECREATION AREA
LA PINE STATE RECREATION AREA
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Spring R.
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9773

September 30, 1980

ACC

Deschutes County
Board of Commissioners
Courthouse Annex
Bend, Oregon 97701

Attn: Mr. Charles Plummer
County Roadmaster

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Deschutes River (General Patch) Bridge.

Financial sharing of the preliminary engineering is:

Total P.E.	$49,600.00
Federal Funds	43,600.00
BALANCE	$ 6,000.00

Rec'd 10/22/80

Local Share:
1/2 of $6,000.00 = $3,000.00

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

for D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

bcc w/AD # 822: Vern Skoog - Please return completed AD # 822 when advance deposit is received.
John Hagedorn, Region 4 Federal Aid Engineer

9773

STATE OF OREG N

INTE OFFICE MEMO

BEND, OR 97701

TO: Dave Moehring
Assistant State Highway Engineer
Project Management

DATE: September 22, 1980

FROM: J. R. Hagedorn
Region Federal Aid Engineer

SUBJECT: Deschutes River (General Patch) Bridge
South Century Drive FAS B-345
Deschutes County

I am enclosing the FONSI and environmental assessment for the subject project as submitted to me from the U.S.F.S.

As shown in the documents that were attached to the original project request, the County (U.S.F.S. concurrance) opted for Alternate "B", a route that placed the proposed bridge approximately one-half mile upstream from the existing structure.

On July 8, 1980, I accompanied Deschutes County Roadmaster, Charles Plummer, USFS engineer Chuck Brown, and others to the General Patch Bridge site. At that time the USFS people pointed out a different alignment than that of Alternate "B". The USFS FONSI designates this new alignment as Alternate E (V) and is their chosen route.

A sketch map is attached which shows both County Alternate "B", and U.S.F.S. Alternate E (V).

Deschutes County is in agreement with the USFS choice of alignment.

If there is need for further information, from either yourself or Gary Potter, please phone.

JRH:pw
Enclosures

cc. Gary Potter -

Contains Recycled Materials
81-125-1387

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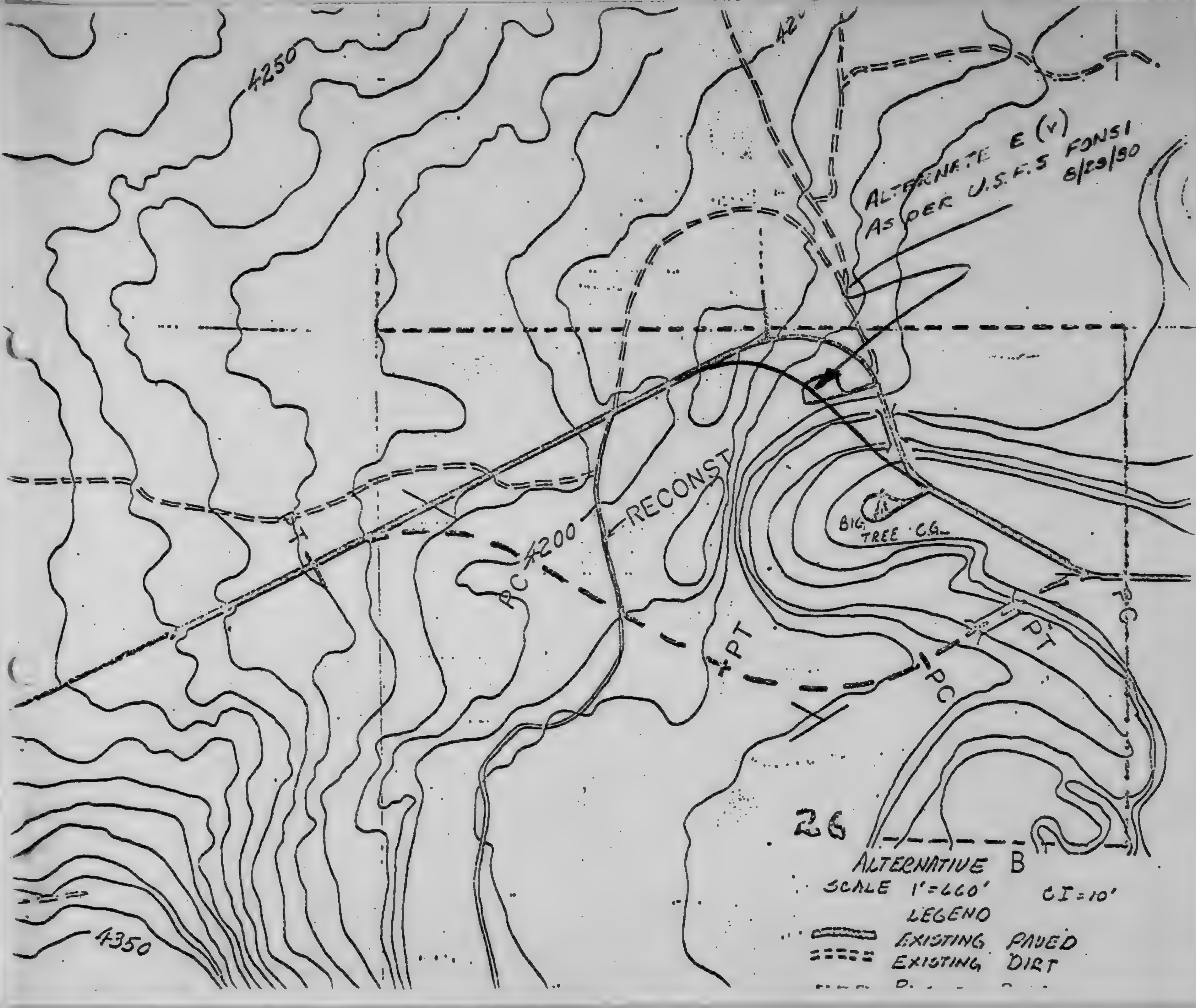
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GENERAL PATCH BRIDGE

ENVIRONMENTAL
ASSESSMENT
REPORT

1980

BEND RANGER DISTRICT
DESCHUTES NATIONAL FOREST

DECISION NOTICE AND FINDING OF NO SIGNIFICANT IMPACT

This Environmental Assessment Report does indicate that there will not be any significant effects upon the quality of human environment. Therefore, it has been determined that an Environmental Impact Statement will not be prepared.

This determination is based upon consideration of the following factors which are discussed in detail in the Environmental Assessment Report:

A. No commitment of renewable resources is irreversible or irretrievable.

B. No apparent serious adverse cumulative or secondary effects.

C. No unique or rare resources within the project area or left without protective measures and constraints.

Based on the analysis described in this report it is my decision to adopt Alternative E (V), as favored by the Deschutes Forest Management Team, as the planned location for the replacement of the General Patch Bridge.

Art DuFault

for EARL E. NICHOLS
Forest Supervisor

8/29/80
Date

GENERAL PATCH BRIDGE
ENVIRONMENTAL ASSESSMENT

I. INTRODUCTION

During recent years several accidents and near accidents have occurred on or near the General Patch Bridge. Intense discussions in the past have dealt with the need to correct the unsafe conditions for pedestrians and motorists on this stretch of highway. Previous analysis were constrained by some givens that restricted the scope of the alternatives evaluated. The purpose of this Assessment is to address the transportation needs on this portion of the District and develop alternatives.

Road No. 2114 extends from Road No. 204 southwest of Fall River Guard Station to Highway 97 south of Sunriver. It historically has been a part of the Century Drive Loop that links Bend with the resources of the Upper Deschutes River area. Presently the road is a double-lane paved road classed as an arterial. Use on the road is by recreationists, local subdivision residents, Forest Service administration, empty logging trucks, and wood haulers. The General Patch Bridge is limited to loads less than 20,000 pounds. The road is designed for 55 mph traffic except for curves near Fall River Guard Station, the General Patch Bridge and approach, and several 90° corners between the Bridge and Highway 97.

To assess the total transportation needs of the Bend District it is necessary to look at all access routes. Nearly all traffic to the Bend District must use one of the following routes:

1. Road 204 from Waldo Lake to Highway 46

2. Highway 46 from Willamette Pass (Highway 58)

3. Road 204 from Wickiup Junction

4. Road 2114 from Highway 97

5. Road 2022 from Highway 97

6. Road 1808 from Highway 46 to 2022

7. Highway 46 from Bend

All these routes and the interconnecting routes form a complex road network that allows vehicles to travel in nearly any direction across the Bend District. The traffic of interest in this report consists of those vehicles traveling between Bend and the Wickiup Crane Prairie Deschutes Bridge area. This traffic has the option to travel Road 2114 via Highway 97 or Road 2022 via Highway 97 or Road 1808. Traffic with origin or destination south of LaPine should utilize the Road 204 access via Wickiup Junction.

The road alignment is adequate to serve local subdivision residents if reduced speed limits were implemented.

II. AFFECTED ENVIRONMENT

A. Vegetation

The timber in the area is predominantly lodgepole pine with some large scattered ponderosa pine. There are several marshy areas along the river in which grass, willow, and other riparian species grow.

B. Recreation

The Big River Campground and adjacent river are popular with campers, fishermen, and boaters. A boat ramp is located on the southwest side of the bridge and boating traffic is heavy. People fish for German brown and rainbow trout from shore and from boats. Because the area is not far from Bend much of the recreation use is day use. The capacity of Big River Campground is 100 people at one time. Demand for recreational opportunities in this area is expected to increase in the future. Since this road is one of the main routes to other recreation sites, the recreationists traveling to those sites will also be affected by the resolution of the General Patch problem.

C. Wildlife

A cursory wildlife inventory revealed that there is a wide variety of animal life along the river. The west side of the river downstream from the Campground is a much more attractive wildlife area than the east side because the human harassment factor is much less there. Harassment is not only from recreationists and road traffic, but also the continual presence of humans and dogs in adjacent developments to the east. Most of the wildlife evidence or species seen were along the west edge of the River.

Wildlife includes several species of mammals and birds. Evidence of bald eagles feeding was also found. A nest is located 1 mile from the Bridge. Species of fish, other than trout, that occur in the River include roach, whitefish, and spawning coho salmon and kokanee from Wickiup Reservoir.

D. Visual

The visual sensitivity is Level I and the objective is Retention along the existing road. The existing arched, wooden Bridge enhances the visual quality. The view from the River as seen by boaters is of concern. The same visual objectives will apply to all proposed routes.

E. Wa

The water level of the River varies according to irrigation demand and storage requirements at Crane Prairie and Wickiup Reservoirs. During the fall and winter the flow is low because the reservoirs are being filled. From spring to fall water is used for downstream irrigation and the river flows at regulated maximum levels.

Outside of a hundred year storm there is little likelihood of flooding because of the porous nature of the soil, the even flow characteristics of the Deschutes River, and the dams upstream.

The normal water quality in this section of the River is quite high. Turbidity is minimal.

F. Soils

Soils are mostly pumice and are coarse and porous. Erosion potential is low to moderate.

G. Social

The safety hazard of the Bridge and its approaches will increase as recreation traffic increases in the future.

H. Economic

Costs expected in the future with the present bridge involve maintenance by the County as needed. An expected increase in traffic would require maintenance more often in the future.

I. Cultural

The area along the Deschutes River has the higher probability of containing historic and prehistoric sites. The Bridge itself may qualify as a historic site. Cultural resource surveys have not been conducted for any of the alternatives.

III. EVALUATION CRITERIA

The alternative selected should meet the following criteria:

1. Must resolve the safety problems and concerns and not create new problems at other locations.
2. Minimum construction costs must be met while meeting other criteria.
3. Proposal and local government planning must be compatible.
4. Should minimize impacts on private land values such as safety, noise, air quality, and visuals.

5. Should have minimum impact on Deschutes River and the riparian zone adjacent to it (wetlands and floodplains).

VI. ALTERNATIVES CONSIDERED

A. No change, road alignment and bridge would remain as they are.

B. No change in alignment near bridge or at 90° curves. Replace bridge with treated timber structure to handle mixed two-lane traffic and pedestrians. Design speed 35 mph.

C. Build new bridge downstream and realign road through subdivision to 90° corner. This would eliminate both 90° corners from the main route. Existing bridge would remain for access to east side of River. This would involve right-of-way acquisition. Design speed 55 mph.

D. Build new bridge 450 feet downstream and realign approaches completely on National Forest land. Eliminate two 90° curves by reconstructing through Section 25. Existing bridge would remain in place to serve recreation traffic. Bridge design is complicated by reversal of super on bridge. Design speed 40 mph.

E. Build new bridge upstream and realign road through existing campground and through Section 25 to eliminate 90° curves. Reconstruct boat ramp in immediate vicinity and develop new campground upstream on west side of River. Existing bridge would remain in place to serve day-use recreation traffic on west side of River. Design speed 55 mph.

F. Build new bridge upstream and realign road through Section 25 to eliminate 90° curves. Reconstruct existing development access road to county standard. Existing bridge would remain to serve recreationists. Design speed 55 mph.

G. Construct two-lane road from 2114 to 2022 past Anns Butte. Existing bridge and road would remain for local and recreational traffic. Design speed 55 mph.

H. No change in alignment near bridge. Replace bridge with treated timber structure to handle mixed two-lane traffic and pedestrians and realign through Section 25 to eliminate 90° curves. Design speed at bridge 35 mph.

In Alternatives C through F the existing bridge would remain open to serve recreational traffic to both sides of the River. Access would be to the realigned road and through traffic would be eliminated by closing the existing road beyond the recreation facility. In Alternatives A, B, G, and H the present road would remain open to through traffic.

VII. EFFECTS OF IMPLEMENTATION

The effects of implementing each alternative are shown in Table No. 1. Timber energy and fisheries were considered but were found to be insignificant effects. The effect on floodplain has been measured in the number of acres lost.

Cultural - Except for the bridge iself, no effects can be measured until a cultural resource survey is conducted.

Deer - The effect on deer is of significance only in Alternative G. The implementation of this alternative could route more traffic down 1808 and impact deer migration across that road.

Traffic Movement - This involves changes in types of traffic and where the traffic will intersect Highway 97. It was assumed that 1808 would be paved and Alternative G would direct traffic onto 1808.

Safety - This is the most important item, effects were specifically broken down to the 90° curves, the railroad crossing on Vandervert Road, the one-lane bridge, and speed.

Recreation - This element deals mainly with Big River recreationists but also considers recreationists enroute to other facilities. The boat ramp will be retained or rebuilt in all alternatives.

Soils - The effects are measured in miles of construction and acres of disturbance.

Water Quality - No effects except in Alternative No. E where elimination of the campground and reduction of free recreationists could improve water quality.

Construction Costs - The costs shown are estimates for comparison only and will vary with final design of the selected alternative.

Residential Areas - These effects include changes in noise, air quality, visuals. All alternatives retain the same route for fire, police, and other emergency vehicles.

Utilities - Utilities will be temporarily disrupted during construction of the bridge in Alternatives B and H.

Visuals - Visual effects to campers, boaters, and motorists are included.

VIII. EVALUATION OF ALTERNATIVES

The alternatives were evaluated using a numerical rating system for each element where -1 was the worst effect or +1 was the best effect. The other alternatives were rated in relationship to the best or worst extreme, 0 is no change. Five of the elements; deer, traffic, movement, safety, construction cost, and residential areas were considered important enough to be weighted. The evaluations are shown in Table 2. Using this system Alternatives I, II, III, IV, and VIII rated a definite below zero; Alternatives V and VI rated near zero and Alternative VII is a definite plus.

The alternatives were then rated against the selection criteria. This is shown in Table 3. Alternative I does not meet safety criteria, partly meets cost and county planning criteria, and fully meets the private land and floodplain criteria. Alternative II partially meets the safety criteria, one of the four parts; partially meets the cost criteria with a moderate costs; partially meets county plan since it does not correct 90° curves; and fully meets the floodplain and private land criteria. Alternative III partially meets the safety criteria with two of the four parts and does not meet any of the other criteria since it represents the biggest impact on all four. Alternative IV better meets the safety criteria with two of the four parts, does not meet the cost criteria, meets the county planning criteria, and partially meets the floodplain and private land criteria. Alternatives V and VI meet the safety criteria with three of the four parts, does not meet the cost criteria, meets the county planning criteria, and partially meets the floodplain, and private land criteria. Alternative VII nearly meets the safety criteria with three of the four parts and meets the floodplain, cost, and private land criteria. The status of this route in county planning is not known. Alternative VIII partially meets the safety criteria with two of the four parts, meets the county planning and floodplain criteria, and partially meets the cost and private land criteria.

IX. SELECTION OF THE PREFERRED ALTERNATIVE

Based on the rating in Table 3, Alternative I is eliminated because it does not meet the safety criteria. Alternative III was eliminated because it did not meet four of the criterias. Alternatives IV, V, and VI were eliminated because of their excessive costs.

The remaining alternatives meet the criteria to varying degrees and are noted as follows:

1. Best meets all criteria - Alternative VII
2. Moderately meets all criteria - Alternative VIII
3. Least meets all criteria - Alternative II

The ratings in Table 2 indicate the following:

1. Best resource benefits - Alternative VII
2. Acceptable resource effects - Alternative V
3. Acceptable resource effects - Alternative VI

It is recommended that Alternatives VII, VIII, and II be presented to County and State officials for their review and comment as they have requested.

NOTE: On May 12, 1980 the Deschutes National Forest Management Team was briefed on the alternatives listed in the environmental assessment for the replacement of the General Patch Bridge. The majority of the Forest Management Team felt that Alternative E (V), in recognition of the costs involved, best met the overall objectives and management needs of the Deschutes National Forest. This decision was passed to the appropriate Oregon State and Deschutes County officials so they could proceed with the design of the Bridge. Table 3A illustrates the Forest Management Team's selection criteria. Alternative E (V) fully met 3 of the 4 selection criteria including safety at a high cost while Alternative G (VII) fully met 3 of the 4 selection criteria but only partially met safety at a more moderate cost.

X. MANAGEMENT CONSTRAINTS

A. The existing General Patch Bridge will continue to serve as access to the boat launch on the east side of the river.

B. Access to the parking area on the west side of the river will continue from the existing road.

C. A new access to the existing Big River Campground will be constructed to intersect with the new road alignment from the south.

D. The existing road from the Big River Campground east to the intersection with the new alignment will be obliterated.

E. Sensitive plant and archaeological surveys will be completed prior to any earthwork being undertaken and appropriate mitigating measures taken to protect any significant features or plants.

F. A signing program will be implemented to redirect traffic via the new alignments and access routes.

G. Bike access to the boat launch and Big River Campground will be provided in such a manner as to minimize vegetative clearing limits.

H. Bike and foot access will be maintained between both sides of the road alignment between the Bridge abutments and the river.

TABLE #1

General Patch Bridge - Effects

	A I	B II	C III	D IV	E V	F VI	G VII	H VIII
Floodplains	No Change	1 Ac. Loss	5-10 Ac. Loss	2 Ac. Loss	0.5 Ac. Loss	5 Ac. Loss	No Change	1 Ac. Loss
Cultural	No Change	•Loss of Bridge	Unknown	Unknown	Unknown	Unknown	Unknown	Loss of Bridge
Deer	No Change	No Change	No Change	No Change	No Change	No Change	Inc. Conflict W/Deer Migr.	No Change
Traffic Movement	No Change	May Increase Log Traffic	May Increase Log Traffic	May Increase Log Traffic	May Increase Log Traffic	May Increase Log Traffic	Less Traffic	May Increas Log Traffic
Safety 90° Curves	No Change	Increase Mixed Traffic	Elimin. 90°	Elimin 90°	Elimin 90°	Elimin 90°	Less Mixed Traffic	Elimina 90°
Railroad	No Change	2 Log Truck Inter.	2 Log Truck Inter.	2 Log Truck Inter.	2 Log Truck Inter.	2 Log Truck Inter.	Less Mixed Traffic	2 Log Truck Inte
1 - Lane Bridge	Hazard Same	Hazard Elimin	Hazard Elimin	Hazard Elimin	Hazard Elimin	Hazard Elimin	Hazard Elimin	Hazard Elimin
Speed	No Change	Reduced in Pop. Areas	Increase Subdiv.	Speed Same Safe Ind	Inc. in Subdiv.	Inc. in Subdiv.	No Change in pop Area	Increas Pop Are
Recreation	No Change	No Change	Benefit Rec.	Benefit Rec.	Elim Cpgrd	Benefit Rec.	Benefit Rec.	No Change
Soils	No Change	No Change	1 mi. 8 ac.	0.5 mi. 4 ac.	0.75 mi 6 ac.	1.25 mi. 10 ac.	3 mi. 24 ac.	0.5 m 4 ac.
Water Quality	No Change	No Change	No Change	No Change	Slight Benefit	No Change	No Change	No Change
Construction Costs (M$)	No Change	.700	1062	1008	1008	950	300	800
Residential Areas	No Change	No Change	Great Impact	Some Impact	Some Impact	Some Impact	Less Than Pres.	Some Impact
Utilities	No Change	Utilities Disrup	No Change	No Change	No Change	No Change	No Change	Utiliti Disrupt
Visual	No Change	No Change	Visual Blight	Less Visual Blight	Less Visual Blight	Visual Blight	No Change	No Change

TABLE 2

General Patch Bridge - Weighted Evaluation Scheme

	I A	II B	III C	IV D	V E	VI F	VII G
Floodplains	0	-0.1	-1.0	-0.2	-0.05	-0.5	0
Cultural	0	-0.8	-0.3	-0.3	-0.4	-0.5	-0.1
Deer	0	0	0	0	0	0	-5
Traffic Movement	0	-3	-3	-3	-3	-3	+1.5
Safety	-25	-12	0	+2	+13	+12	+15
90° Turns	-10	-10	+10	+10	+10	+10	+5
Railroad	-5	-10	-10	-10	-10	-10	+5
1-Lane Bridge	-10	+10	+10	+10	+10	+10	-5
Speed	0	-2	-10	-8	+3	+2	+10
Recreation	0	+0.2	+0.8	+0.2	-1.0	+0.8	+1.0
Soils	0	0	-0.3	-0.2	-0.3	-0.4	-1.0
Water Quality	0	0	0	0	+1	0	0
Construction Cost	0	-5.6	-8	-8	-8	-7.2	-2.4
Residential Areas	0	0	-2	+1	-1	-1	+0.4
Utilities	0	-1.0	0	0	0	0	0
Visual	0	0	-1.0	-0.5	-0.5	-1.0	0

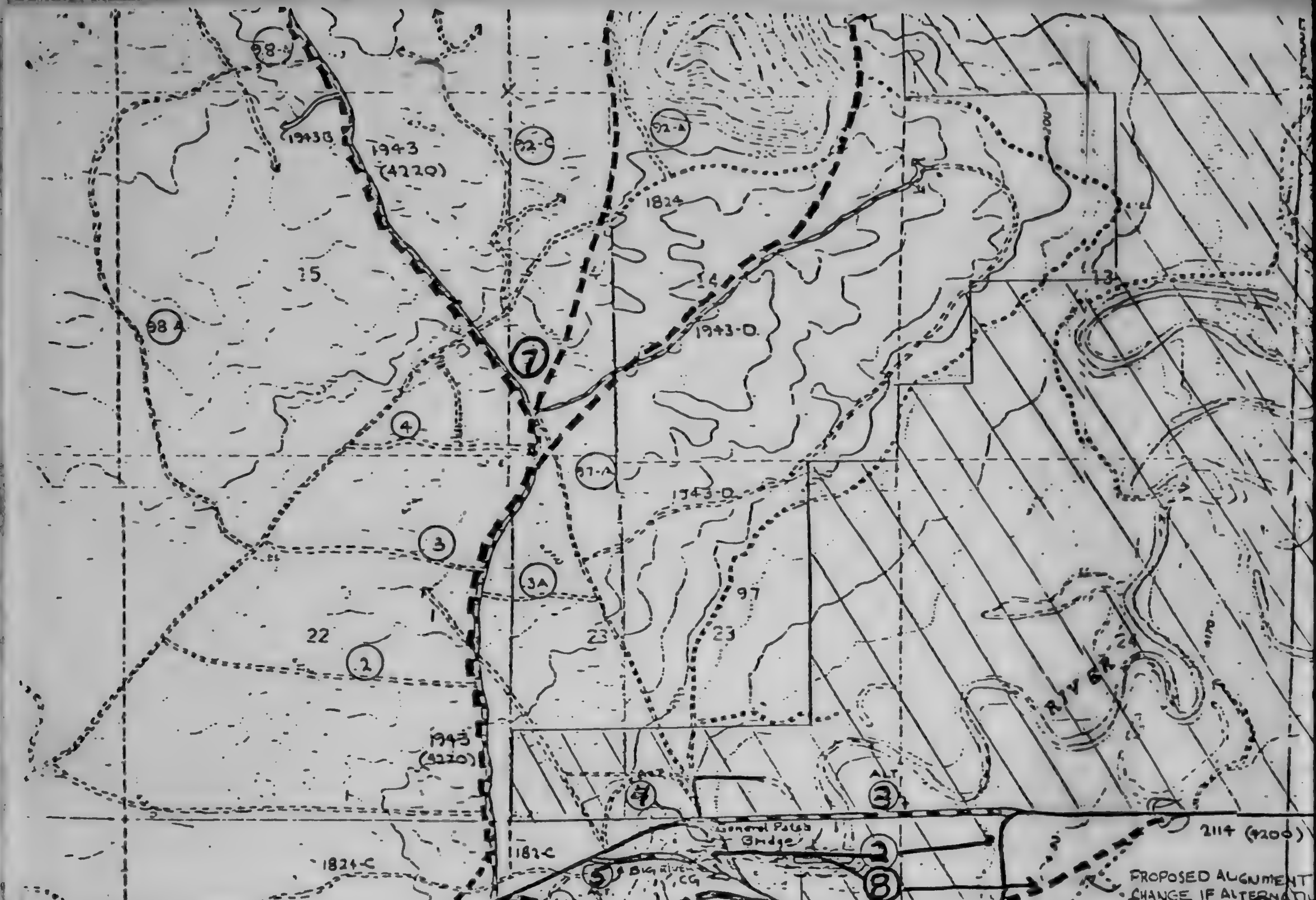
TABLE 3

Selection Criteria	I A	II B	III C	IV D	V E	VI F	VII G	VIII H
1 Safety	No	P	P	P	F*	F*	P	P
2 Cost	P	P	No	No	No	No	F*	P
3 County	P	P	No	F	F	F	?	F
4 Wetlands	F	F	No	P	F	No	F	F
5 Pvt. Land	F*	F*	No	P	P	P	F*	P
Can't Be Chosen	*		*	*	*	*		
	Doesn't Meet Safety		No Good 4/5 Criteria Not Met	Cost	Cost	Cost		

TABLE 3A

FMT Selection Criteria	I A	II B	III C	IV D	V E	VI F	VII G	VIII H
Safety	No	P	P	P	F	F	P	P
County	P	P	No	F	F	F	F	F
Wetlands	F	F	No	P	F	No	F	F
Pvt. Land	F	F	No	P	P	P	F	P
Summary								
Fully	2	2	–	1	3	2	3	2
Partially	1	2	1	3	1	1	1	2
Not	1	–	3	–	–	1	–	–
Cost	L	H	H	H	H	H	M	H

High = $500M
Medium = $100-$500M
Low = 100M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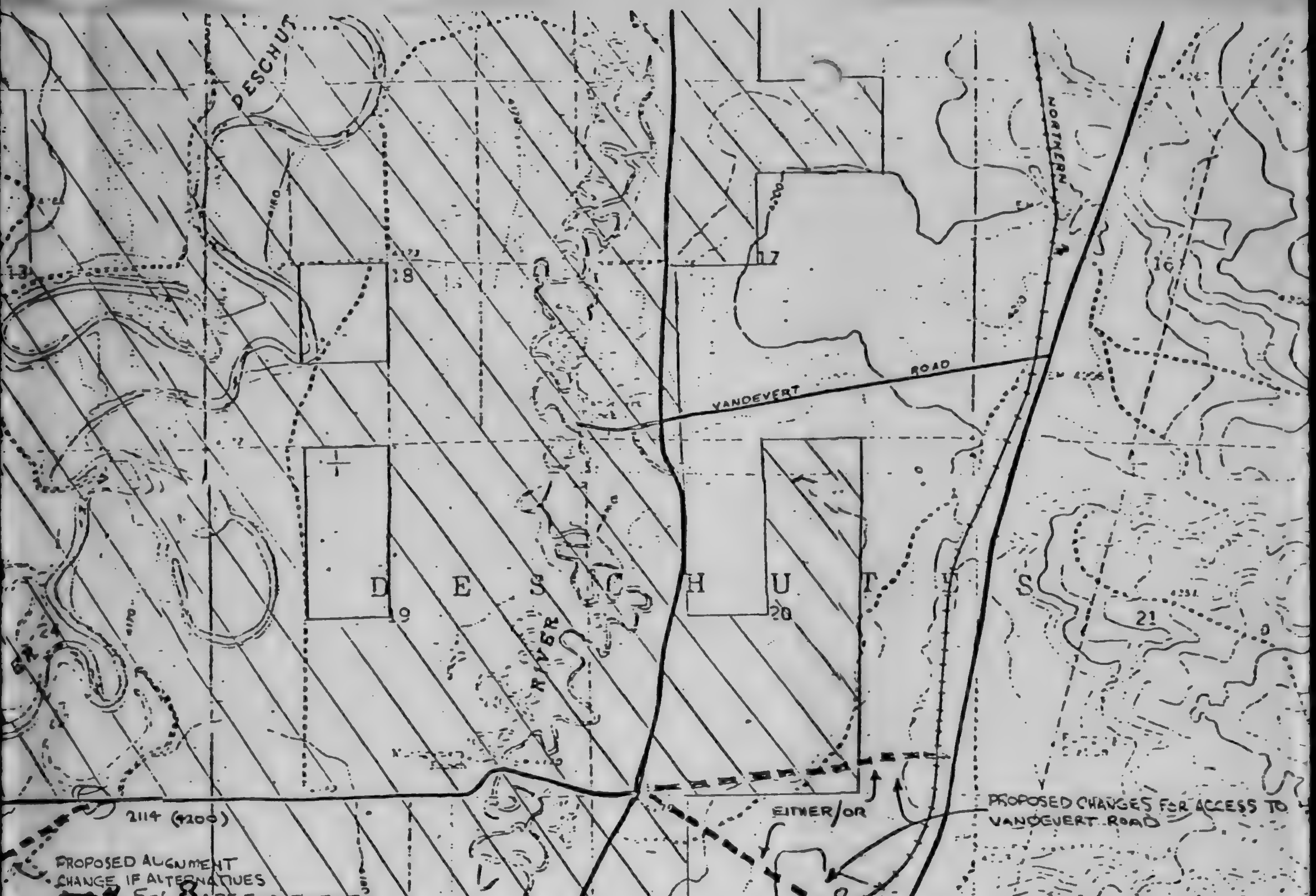
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Alternative:

① No change

② Upgrade bridge and approaches at existing lo

③ Route due west from first 90° turn through p

④ Route downstream from existing bridge and at

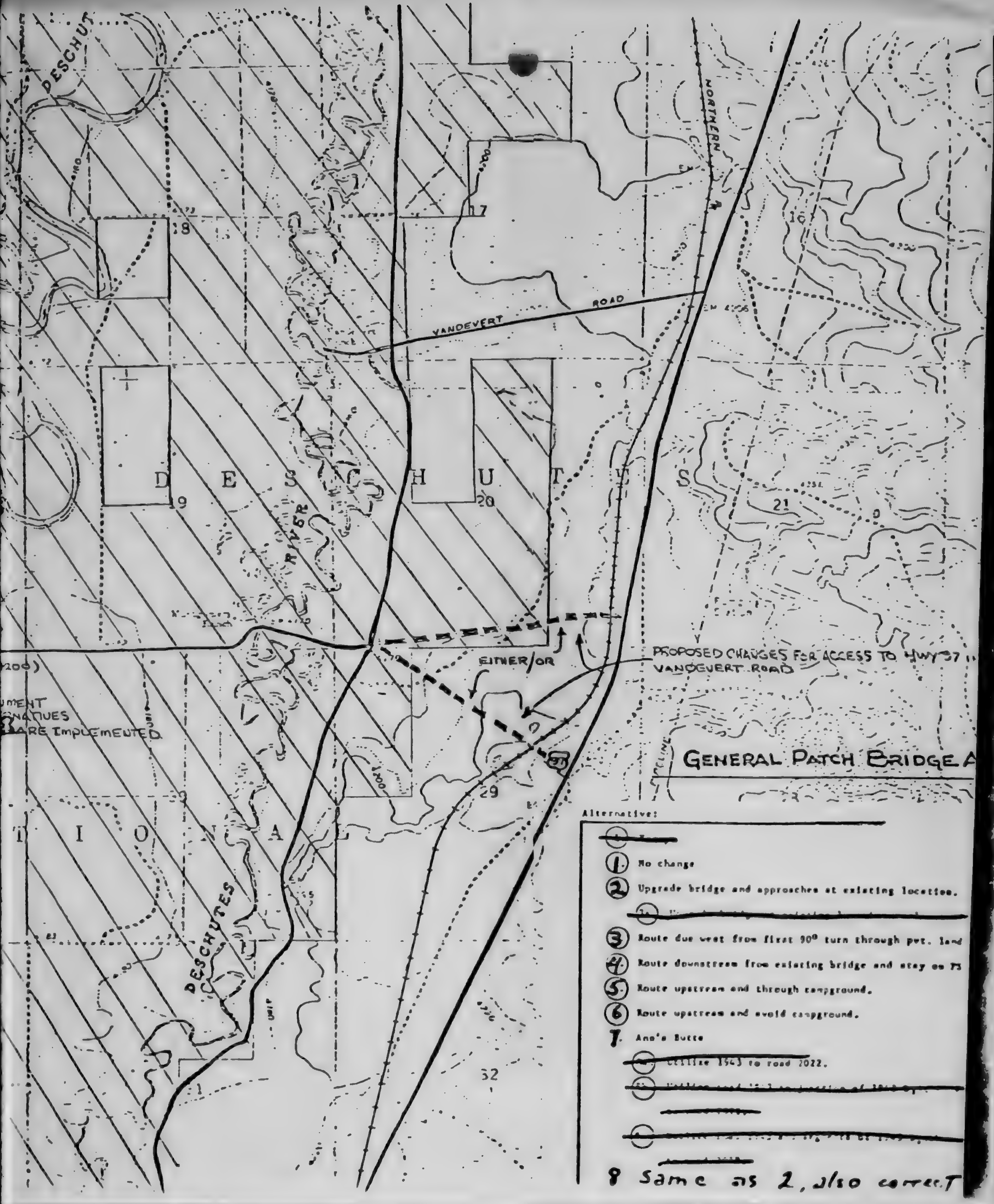
⑤ Route upstream and through campground.

⑥ Route upstream and avoid campground.

7. Ana's Butte

~~Utilize 1543 to road 2022.~~

8 Same as 2, also co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EITHER/OR
PROPOSED CHANGES FOR ACCESS TO HWY 97
VANDEVERT ROAD
97

GENERAL PATCH BRIDGE A

Alternative:

~~[illegible]~~

① No change

② Upgrade bridge and approaches at existing location.

~~[illegible]~~

③ Route due west from first 90° turn through pvt. land

④ Route downstream from existing bridge and stay on FS

⑤ Route upstream and through campground.

⑥ Route upstream and avoid campground.

7. Ana's Butte

~~Utilize 1543 to road 2022.~~

~~[illegible]~~

~~[illegible]~~

8 Same as 2, also correct

9773

FAS B345N

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Deschutes River (General Patch) Bridge

HIGHWAY NAME: South Century Drive

HIGHWAY NUMBER: FAS B-345

REGION: 4

ADMINISTRATIVE DISTRICT: 10

COUNTY: Deschutes

CITY: --

LENGTH: 0.05 mi.

MILEPOST NUMBER: 20.3 TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Deschutes County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace an existing 154 foot long by 14.5 foot wide wood bridge with a 260 foot long by 36 feet wide bridge - the type to be determined later. It is proposed that the new structure will be approximately ½ mile upstream from the present bridge. The existing bridge will remain in place. It is proposed that new structure be a design that will blend with area.

1 Versteeg ✓
Anderson
2 Christenson Pol
3 Olson ad.
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
AUG 11 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 400 1980

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO
Beard
Stoudenmeyer
Cole ✓
Mann
Watson W
Eriksen
Lau
Dorn
Hager
Due
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

APPROVED
Location Engineer
Date 8/6/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 10'	2 - 12'
SHOULDERS	2 - 0 to 2' Var	2 - 6'
MEDIANS	--	— —
PARKING LANES	--	— —
SIDEWALKS	--	— —
BIKEWAYS	--	Shoulder Bikeway
INTERCHANGES	--	— —
OTHER:	--	— —

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☒	☐	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Deschutes	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way USFS Donation	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 · FEATURES (cont.)

		NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available*	☒	☐	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type None of present-provisions will be made for future

*See data attached to Project Request

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE ____________ (Region) F 3Q'81 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Base Rock	12"	
Asphalt Concrete	4"	2"

7 - TYPICAL SECTION AND LOCATION

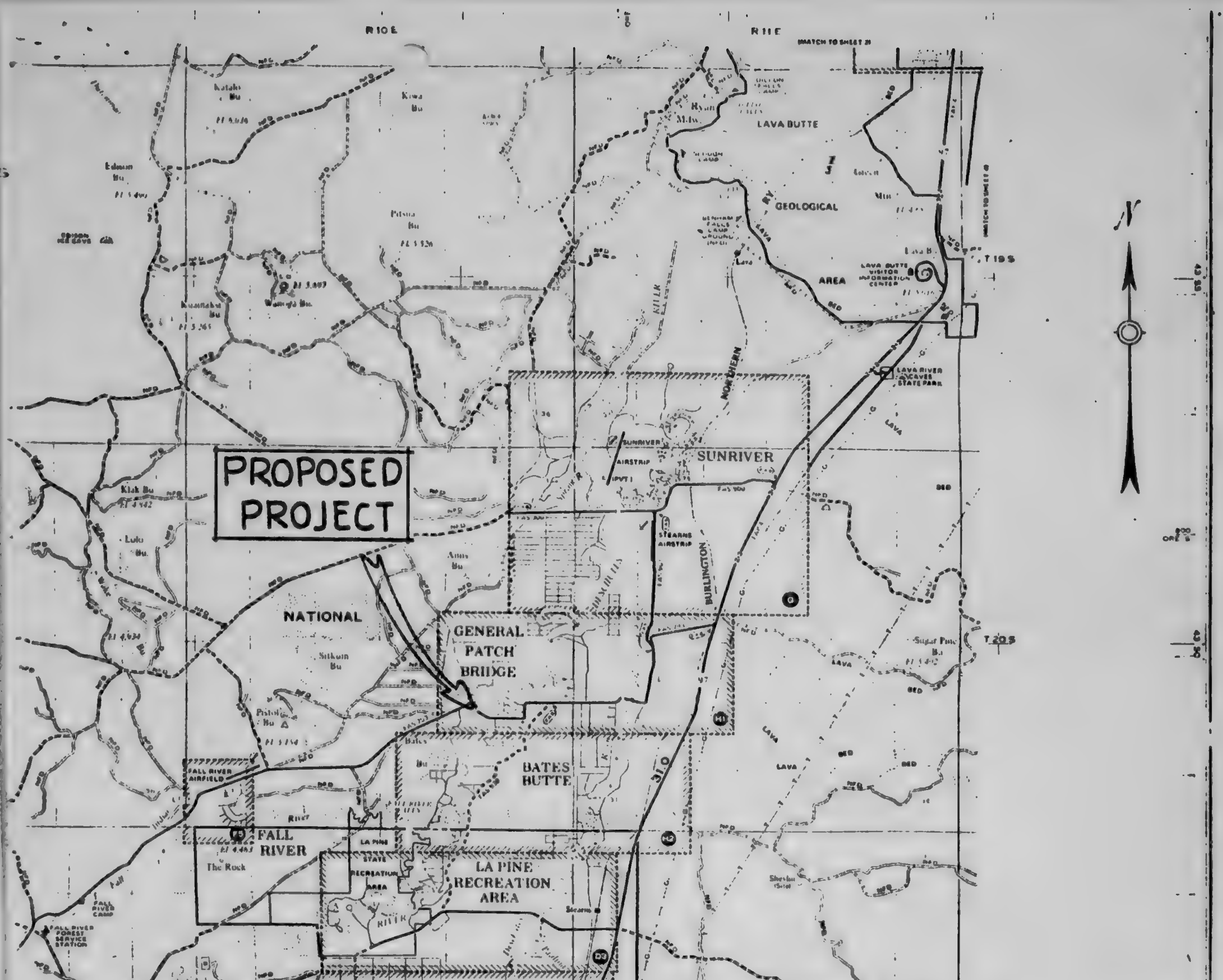
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

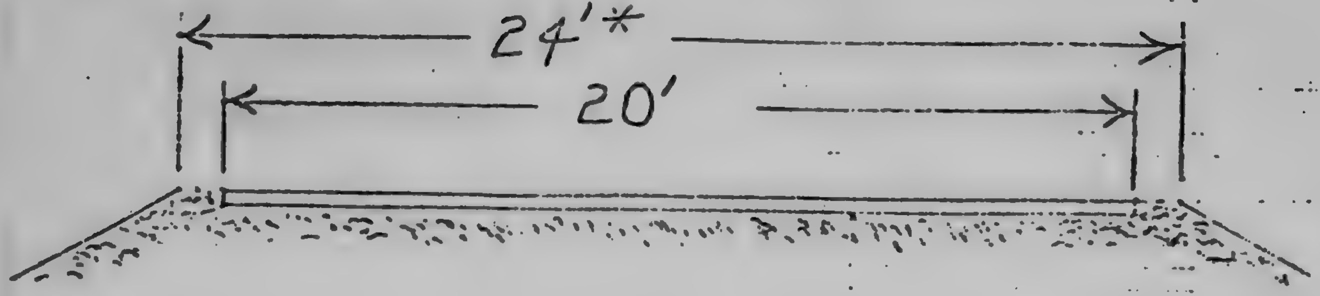
	County	REGION	SALEM
PRELIMINARY ENGINEERING	$ 49,000.		49,600
RIGHT OF WAY	--		
TRAFFIC CONTROL	--		
ILLUMINATION	--		
STRUCTURES	416,000.		633,000
RAILROAD	--		
ROADWAY	80,000.		100,000
OTHER			
ENGINEERING & CONTINGENCIES	98,000.		Incl. Above
PROJECT TOTAL	643,000		782,600

SUBMITTED BY J R Hagedorn

J. R. Hagedorn, Region Federal Aid Engineer

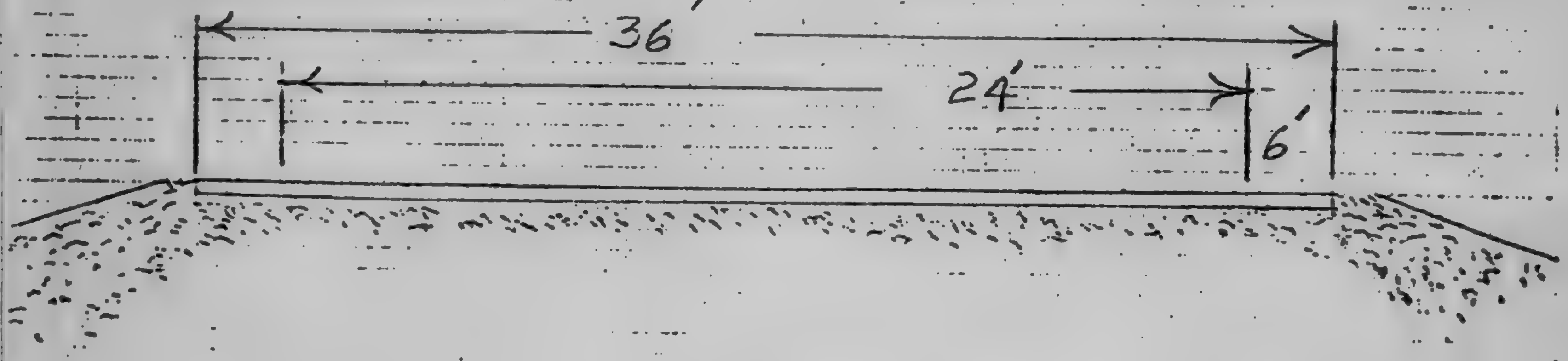

R10E
R11E
MATCH TO SHEET 21
LAVA BUTTE
GEOLOGICAL
AREA
LAVA BUTTE VISITOR INFORMATION CENTER
LAVA RIVER CAVES STATE PARK
T19S
T20S
T21S
T22S
N
PROPOSED PROJECT
NATIONAL
FOREST
SUNRIVER
SUNRIVER AIRSTRIP
STEARNS AIRSTRIP
BURLINGTON
NORTHERN
GENERAL PATCH BRIDGE
BATES BUTTE
FALL RIVER AIRFIELD
FALL RIVER
The Rock
FALL RIVER FOREST SERVICE STATION
LA PINE STATE RECREATION AREA
LA PINE RECREATION AREA
PAULINA PRAIRIE
LA PINE
LA PINE AIRPORT
Paulina Creek
McKAY CROSSING CAMP
Kiwa Bu
Edison Bu
Pitsua Bu
Klak Bu
Lulu Bu
Sitkum Bu
Pistol Bu
Anns Bu
Bates Bu
Sugar Pine Bu
McKay Bu
Finley Bu
Dorrance Mdw
Ryan Mdw
31
97
G
H1
H2
I
J

EXISTING ROADWAY



*VARIABLE

DESIRED ROADWAY CROSS SECTION



NO SCALE

5/9/79

9773

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B345(2)
STATE PROJECT NO. See below
COUNTY NAME Deschutes
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA, Salem, Oregon

PROGRAM NO.
ITEM NO. 00113

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED STATE HWY ENGR
JUL 30 '80
REFER TO Maehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7-30 orig

DATE PS&E APPROVED
DATE AUTHORIZATION EFFECTIVE 7-28-80
FEDERAL ROUTE NUMBER Secondary B 345
STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Deschutes River (General Patch) Bridge Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work and archeological salvage
☐ OTHER (Specify) TEC $49,600 - Federal funds $43,722

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested by Mr. Swan's letter of July 9, 1980

DATE 7-28-80
SIGNATURE OF APPROVING OFFICIAL G. K.
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-012

4773

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

JULY 9, 1980

In Reply Refer to
File No.:
PRO 6

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00113
Project No. RS-B345(2)
Deschutes Riv. (General Patch) Bridge Section
Deschutes County

Enclosed is data for the subject project.

I hereby request the following:

> Authorization to proceed with preliminary engineering all phases including utility preparatory work and archeological salvage an an estimated total cost of $49,600 with an obligation of $43,722 in federal funds.

Copies of the State Clearinghouse and District Clearinghouse A-95 review conclusions were previously forwarded.

Funds for this project are available from obligations released on other projects by final voucher submissions or other actions.

CL:bke
Enc.

cc: D. Allen (Region 4)
H. Reynoldson

Form 734-3122

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	July 9, 1980

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STA COD (2)
		Co. Rd., Approx. 15 mi. S.W. of Bend		390			10	Oregon	4

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. N
	Preliminary Engineering								RS-	B345(2)	

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14) (16)
	Rural Secondary	Deschutes	017

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)	U.S. (37) (41)
-----	S	B345	Co. Rd.	---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS
1	(14-15)	11B	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Deschutes Riv. (General Patch) Bridge Section."	0.05	49,600	43,722	4,242	1,636 (Co)
5					**ROW**							
5					**CONST** (CODE)							

ROW-6
Acces
Parki
Parti

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
		C.L.		0.05	49,600	43,722	4,242	1,636 (Co)
					(16) (23)	(24) (33)	REMARKS	

1	14	PROGRAM APPROVAL DATES
		10-4-79

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

ON NO.

.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

July 9, 1980

ER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(20)	Co. Rd., Approx. 15 mi. S.W. of Bend 21 65		390	(66) (70)	(71) - (72)	10	Oregon	41 (2) (3)	075 (4) (9)	00113 (14) (18)

F PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
nary Engineering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	RS- 14 23	B345(2) 7	13	(24)	(26) 27

PROJECT NUMBER · I. Projects Only

ERAL FUNDS: Rural Secondary

N AREA: -----

COUNTY NAME: Deschutes

CODE: 017 (17) (18)

ROUTE NO.: S

FEDERAL-AID: B345 (32)

STATE: Co. Rd. (36) (37)

U.S.: --- (41)

PROGRAM STAGE: ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
	PE		"Deschutes Riv. (General Patch) Bridge Section."	0.05	49,600	43,722	4,242	1,636 (Co)	
	ROW								
	CONST (CODE)								ROW-60' normal; Access Control-none; Parking Restrictions-Partial.
EPARED BY: C.L.			PROJECT TOTALS	0.05	49,600 (16) (23)	43,722 (24) (33)	4,242	1,636 (Co)	

OGRAM APPROVAL DATES: 10-4-79

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

Deschutes Riv. (General Patch) Bridge Section
Project No. RS-B345(2)

Existing Facility: 154-foot wooden structure with horizontal clearance of 14.5 feet.

Adjacent Sections: Roadway is 20-foot oil surface with 4-foot shoulders.

Project Data: Work under this project consists of preliminary engineering all phases including utility preparatory work and archeological salvage as required for the future construction of a reinforced concrete bridge on revised alignment approximately 260 feet in length with horizontal clearance of 36 feet and realignment and widening of roadway approaches.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: State Clearinghouse and District 10 Clearinghouse A-95 review approval letters dated April 8, 1980 and April 17, 1980 respectively.

FHPM 7-7-2 Requirements: Categorical Exclusion project concurred in by FHWA on March 19, 1980.

FHPM 7-7-5 Requirements:

a) Public Hearings ----- Not required under Oregon Action Plan
b) Location/Design ----- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 2
2) Included in FY 80 Annual Program in summary of projects from counties as item 4-1.

9773

OREGON STATE HIGHWAY DIVISION (DGP0001)

AUTHORITY FOR SURVEY

to Acct 9-5

Section Deschutes River (General Patch) Bridge

Date May 27 19 80

Highway FAS B-345

Authorization No. 1

County Deschutes #9

Survey Prefix 509-1910 (Assigned by Salem office)

Description of termini, route, length, etc.:

At M.P. 20.3 on the Fall River Road (FAS B-345) which is approximately 8.3 miles westerly from The Dalles/California Highway.

Copy to Gaither 9-19-80 L

Proposed:

Replace, by revised alignment, a 154 foot long by 14.5 foot wide wooden bridge with a new structure 260 feet long by 36 feet wide.

Purpose of survey:

Prepare plans, specifications, and estimate of cost for FAS-C project.

Bridge design w/o cost to County.

RS-B345(2)
7-28-80

		Estimate of Cost
Field Survey	(901)	15,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	5,000
Free Bridge Design to Co ✓	(927)	22,000 ✓
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	800
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	300
Photogrammetry	(916)	
Location Studies	(918)	1,000
Engr. Graphics	(919)	
Office Engineer	(920)	50
Specifications	(921)	1,200
Environmental	(923)	200
Foundation Exploration	(926)	4,000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Adm. Serv. (Eng.)	(922)	50
Total estimated cost of survey		$ 49,600
Previous authorization		
Additional authorization requested		
Additional authorization approved (Salem)		
Total all authorizations approved (Salem)		

on bridge [illegible] #645,[illegible] – Hwy Engr 2-7-80 PE only
FAS-

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUL 30 1980
LOCATION SECTION

Requested by:
A. Hagedorn

Recommended for Approval:
Dale D. Allen

Recommended for Approval:
Frank E. Perpin
Location Engineer

Approved:
E. T.

BEN GIFFORD

Rp

97/5

April 15, 1980

Deschutes County Board of Commissioners
Courthouse
Bend, OR 97701

AGR 4

Attention: Rosemary Patterson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7270

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering preliminary engineering for the replacement of the Deschutes River (General Patch) Bridge on S. Century Drive in Deschutes County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 7, 1980

FROM: For AH Prange
D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed FAS-C Project
Deschutes County

Deschutes County is requesting the authorization of the PE for the replacement of the Deschutes River (General Patch) Br. on S. Century Drive, FAS-B345. The new bridge will be on improved alignment, and will be approximately 260 feet long with a roadway 32-feet wide. Also construct the approaches and sidewalks. Additional Right-of-way is to be donated by the Forest Service. Engineering by the State.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	Local Funds
Deschutes Co.	Deschutes River (General Patch) Br., FAS B345	$49,000	$43,120	$2,940	$2,940

The region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

2-8
orig. to Cornusen
cy(s) to Proj. Management

APPROVED BY:

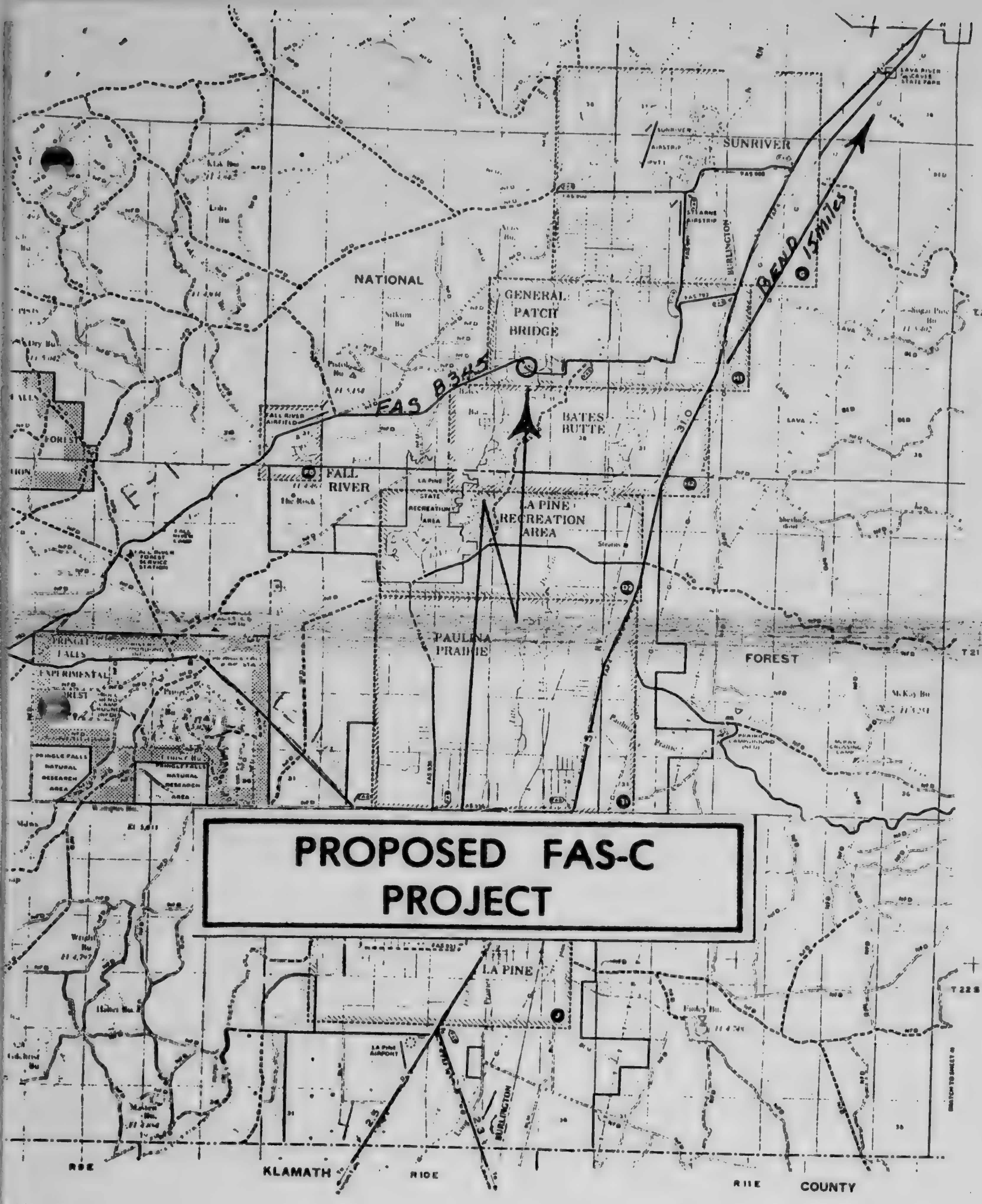
H. S. Coulter
State Highway Engineer

Date 2/7/80

HR:pf
Attachment

on Mar report

Contains Recycled Materials
81-125-1387


SUNRIVER
LAVA RIVER CAVES STATE PARK
NATIONAL
GENERAL PATCH BRIDGE
FAS B345
BEND 15 miles
BURLINGTON
31.0
BATES BUTTE
FALL RIVER
LA PINE RECREATION AREA
LA PINE STATE RECREATION AREA
FALL RIVER AIRFIELD
FOREST
T20S
PAULINA PRAIRIE
PRINGLE FALLS EXPERIMENTAL FOREST
PRINGLE FALLS NATURAL RESEARCH AREA
T21S
McKay Bu.
PROPOSED FAS-C PROJECT
LA PINE
LA PINE AIRPORT
T22S
R9E
KLAMATH
R10E
R11E
COUNTY

GENERAL HIGHWAY MAP

DESCHUTES COUNT

OREGON

9173

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
STATE HWY ENGR
APR 10 '80
REFER TO
FOR

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Deschutes River (General Patch) Bridge FAS-3345

DATE: April 8, 1980

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

NOTED
H. S. COULTER

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
Reg. Engr.:(4)D.D. Allen
Dist. Engr:(10)R.L. Lammert
B.L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8003 2 400

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-95.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

[illegible]
APR 0[illegible] 1980

Intergovernmental Relations Division
155 Cottage ST SE
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 8003 2 400 Due Date: APR 04 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Comments are attached.

Agency Fish & Wildlife By James A. Newton

PNRS 8003-2-400

The Oregon Department of Fish and Wildlife has no objection to the Deschutes River (General Patch) bridge project in Deschutes County, provided the following conditions are observed during construction:

1) Adequate measures are taken to minimize turbidities which could arise during construction.

2) No pollutants of any kind are allowed to enter the waterway (e.g., petroleum products, fresh concrete, silt).

3) Soils disturbed by the project are stabilized and revegetated.

4) All project debris is removed from the stream.

5) Coordinate any potential environmental problems with Mr. Ted Fies, district fish biologist.

Mr. Fies can be contacted at 61374 Parrell Road, Bend, Oregon 97701, telephone number 382-5113.

We appreciate the opportunity to review and comment on this project proposal.

cc: Ted Fies

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

MAR 18 1980

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST SE
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
MAR 14 1980
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 8003 2 500 Due Date: APR 04 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
MAR 14 1980
STATE SOIL AND WATER
CONSERVATION COMMISSION

Intergovernmental Relations Division
155 Cottage St SE
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 8003 2 400 Due Date: APR 04 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

Midstate - Dept. of Transportation

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Any streambank disturbance should be revegetated.

Agency Soil & Water By

9773

STATE OF OREGON

INTEROFFICE MEMO

Bend, OR 97701

TO: Dave Moehring
Assistant State Highway Engineer
Project Management

DATE: April 4, 1980

FROM: JRHagedorn
John R. Hagedorn
Region Federal Aid Engineer

SUBJECT: HBR Proj - Masten Br. BROS-0900 (S)
FAS-C Proj - General Patch Bridge RSB-345

Mr. Charles Plummer, Deschutes County Roadmaster, requests that the following changes in bridge widths and roadway widths:

Masten Road Bridge
Project request stated 38' bridge width
Change to 32' curb to curb

Project request stated 36' roadway
Change to 32'

General Patch Bridge
Project request stated 32' bridge width.
Change to 36' curb to curb
(This will match the 36' roadway section)

A.U.T. - 390 / 4/1/80

JEH:pw
cc: Dale Allen
Norm Krehbiel

c.c. Walt Hart.
D.O. Christensen
Cliff Laux

Contains Recycled Materials
81-125-1387

SP*75683-125

. 9773

c

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project RSB345(-)
Project Assessment
Deschutes River (General Patch) Bridge
South Century Drive (FAS B345) - Deschutes County

Date: March 19, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. Gary A. Potter, Manager, Environmental Section

The project assessment submitted with your February 28, 1980 letter has been received.

We concur with your finding that the proposed project constitutes a Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P.V. Reed
G. L. Green
for

cc:
OSHD (Proj Mgmt)
(Region 4)

ENVIRONMENTAL SECTION
March 21, 1980

cc: D.H. Moehring
J.B. Boyd (3)
L.E. George
W.J. Hart
C.T. Keasey
J.H. Versteeg (4)
F.E. Terpin
Surfacing Design
B.L. Gifford (2)
R.H. Prange
Don Keyes (8)
Dale Allen
Rolland VanCleave
John Hagedorn
Robert Lammert

Jp

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

RSB 345(-)

A. Project Identification:

Section Deschutes River (General Patch) Bridge
Highway South Century Drive (FAS B345)
County Deschutes
Region 4
(Attach Sketch Map)

Date February 28, 1980
City ________ Hwy. No. ________
Begin M.P. ________ Length ________
Program Estimate $560,000
Funding Source ________

B. Purpose, Need, and Description of Project (Describe Alternatives):

The Deschutes River (General Patch) Bridge, located on Century Drive (Cascade Loop Highway), approximately 5 miles west of U.S. 97, was originally constructed by the U.S. Forest Service in 1961. The bridge is a single lane, wood structure with hazardous approaches. The project section is located in close proximity to Big River Forest Service Campground. Because of the recreational use of the area, hazardous approaches and lack of sidewalks on the narrow bridge, there have been several accidents and near accidents in the project area in recent years. The road is used primarily by log trucks, local residents and recreation vehicles. (CONT. PAGE 1A)

C. Recommended Project Category and Documentation:

Project Category	Documentation
________ 1	Draft and Final EIS
________ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

- ☐ Wetlands Finding
- ☒ Cultural Resource Survey--probably for architecture
- ☐ Section 106 Procedures
- ☒ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☐ Section 4(f) Determination

Basis for Recommended Category:

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved, Gravel)	yes-variable	yes-2x6' paved
Average Daily Traffic (Volume/Year)	349	1,000-year 2000
Alignment (New, Combined, Existing)		new
Speeds (Posted/Estimated)		

Recreationists walking and bicycling along the road and fishing from the Bridge often provide potential hazards.

It is proposed that the existing structure be replaced by a new 2-lane bridge and improved approaches. The roadway would be 36 feet wide with two twelve (12') feet lanes and two six (6') foot shoulders. Sidewalks would be provided on the bridge. Both concrete and treated timber bridges would be considered in the preliminary engineering. The project would be considered for both 55 m.p.h. and 40 m.p.h. speeds. Care would be taken to avoid any encroachment on existing and potential recreation sites. Most right-of-way would be acquired at no cost from the Forest Service, however, one possible alternative many require a small purchase of land.

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	7+
Estimated Number of Parcels	2
Residential Relocation (No.)	
Business Relocation (No.)	

It is expected that all needed land will be acquired by donation from the U.S. Forest Service. Some timber will be removed and new roadway scar through a portion of the forest will result from the new alignment.

2. Estimated Impact on Land Use:

It is not anticipated that the project will cause any noticeable impact on the recreation or residential development in the area. Existing conflicts would be reduced between the recreationist and highway traveler.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:
Safety and capacity will be improved by the widening of the bridge and improvement of the alignment. Through traffic will be further from the established recreation facilities. Some air an noise quality may be reduced as traffic increases, however, this will have minimal impact because the roadway will be moved from the recreational area.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:
The area surrounding the bridge site is flat land and drops into a marshy area before reaching the main stream. The marshy area is covered with heavy river grass and lodge pole trees come to the bank and surround the whole area with a thick stand. The bridge would be built from stream bank to bank and the State Fish & Game Commission would be consulted and would approve the construction plans.

Wildlife along the river includes deer, muskrat, and wild game birds. (Cont. Page 2A)

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:
The project site is located on U.S. Forest Service land. Ninety percent (90%) of the land to the west of the project is Forest Service owned. Three subdivisions (two within 1/4 mile and third 3 1/2 miles from the project) a fish hatchery and an air strip are located in the vicinity of the project. The bridge site has a very broad economic base because it is one of the main traveled routes to the Cascade High Lakes Country for all types of recreational and logging uses. If the route is improved, it will move timber to the mill

(cont. Page 2A)

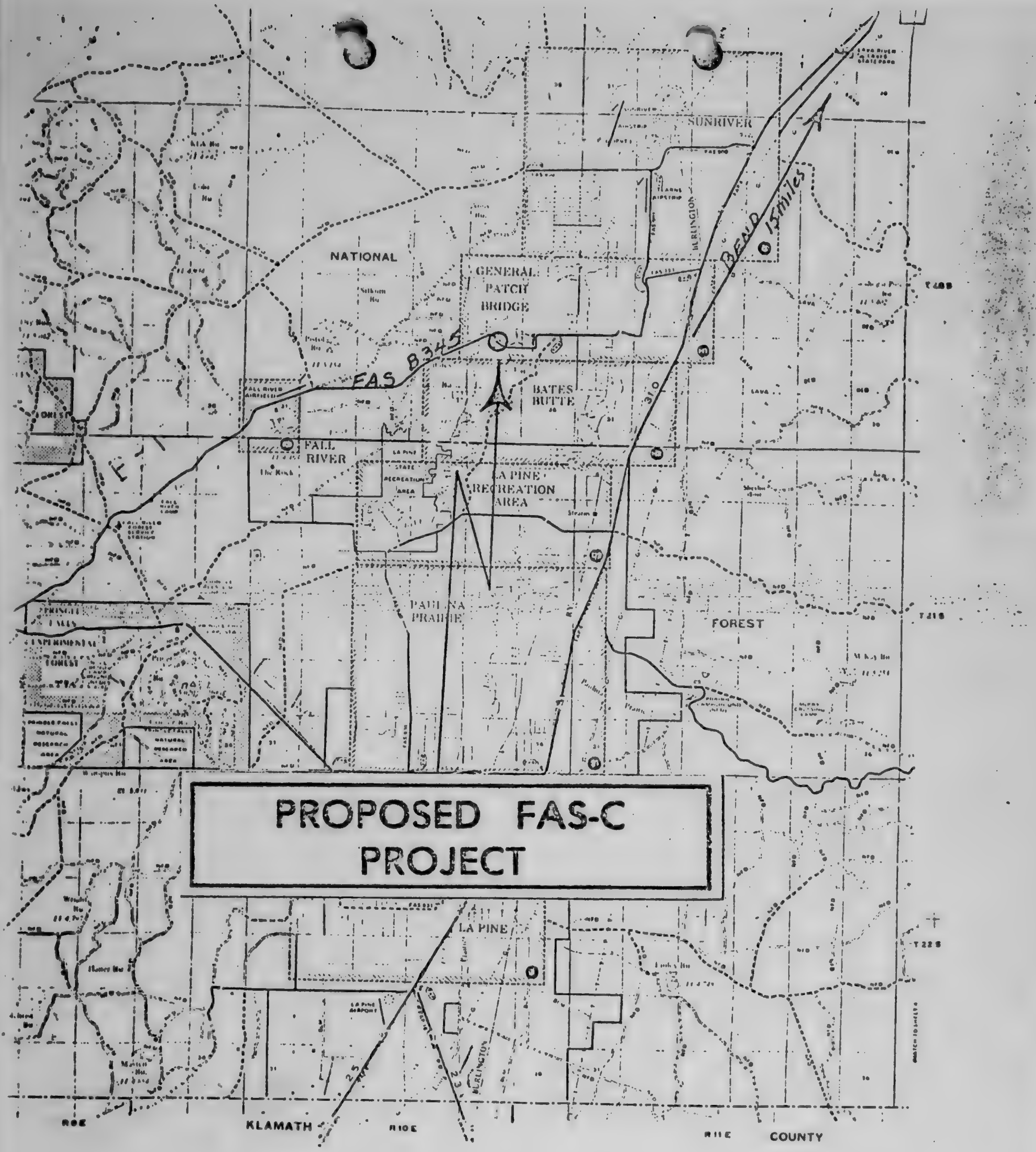
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:
The major concern is that the bridge be asthetically pleasing and all effort be taken to blend in with the area.

Name of Preparer and Phone Number: ______________________

4. The river is stocked and heavily fished during season, and there is boating most of the year.

   The small removal of timber required by the project will be offset somewhat by the closure of the existing corridor which will return to a more natural condition.

5. more quickly, more safely, and with less expenditure of energy. The reconstruction and realignment of the bridge will allow more vehicles to use the road safely. The new alignment will also be a greater distance from the developed recreation area providing a more pleasing atmosphere safer conditions for the recreationist.


SUNRIVER
BURLINGTON
BEND 15 miles
NATIONAL
GENERAL PATCH BRIDGE
FAS B345
BATES BUTTE
FALL RIVER
LA PINE STATE RECREATION AREA
LA PINE RECREATION AREA
PAULINA PRAIRIE
FOREST
T21S
T22S
LA PINE
31
25
KLAMATH
COUNTY

PROPOSED FAS-C PROJECT

GENERAL HIGHWAY MAP

DESCHUTES COUNT

OREGON

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
MAR 24 1980
REFERRED TO ____________________
FOR ______________________________
FILE: PM FA LG.

7775

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

.UTED
H. S. COULTER

In Reply Refer to File No.:
PRO 6-5

March 6, 1980

TO
Executive Department
Federal Aid Coordination Unit

Central Oregon Intergovernmental
Council
1106 W. Highland
P. O. Box 575
Redmond, Oregon 97756

FROM
for D. E. Swan
Operation Programming Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 10
Section: Deschutes River (General Patch) Bridge
Highway: So. Century Drive FAS-B345
County: Deschutes

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be April 10, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg (3)
Gary Potter
W. J. Hart
Reg. 4 Engr: D. D. Allen
Dis. 10 Engr: R. L. Lammert
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAR 12 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Deschutes River (General Patch) Bridge	

11	12] PROJECT LOCATION—CITY So. Century Drive FAS-B345	PROJECT LOCATION—COUNTY Deschutes	PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 It is proposed that the existing structure be replaced by a new 2-lane bridge

06 12] and improved approaches. The roadway would be 36 feet wide with two twelve [71

07 12] (12') feet lanes and two six (6') foot shoulders. Sidewalks would be provided [71

08 12] on the bridge. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
492,800	--------	33,600	33,600	------	560,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 3-6-80

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 April	43] DAY [44 10	45] YEAR [46 1980

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 3-6-80

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

RSB 345(-)

A. Project Identification:

Section Deschutes River (General Patch) Bridge
Highway South Century Drive (FAS B345)
County Deschutes
Region 4
(Attach Sketch Map)

Date February 28, 1980
City ____ Hwy. No. ____
Begin M.P. ____ Length ____
Program Estimate $560,000
Funding Source ____

B. Purpose, Need, and Description of Project (Describe Alternatives):

The Deschutes River (General Patch) Bridge, located on Century Drive (Cascade Loop Highway), approximately 5 miles west of U.S. 97, was originally constructed by the U.S. Forest Service in 1961. The bridge is a single lane, wood structure with hazardous approaches. The project section is located in close proximity to Big River Forest Service Campground. Because of the recreational use of the area, hazardous approaches and lack of sidewalks on the narrow bridge, there have been several accidents and near accidents in the project area in recent years. The road is used primarily by log trucks, local residents and recreation vehicles. (CONT. PAGE 1

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☒ Cultural Resource Survey--probably for architecture
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved, Gravel)	yes-variable	yes-2x6' paved
Average Daily Traffic (Volume/Year)	349	1,000-year 2000
Alignment (New, Combined, Existing)		new
Speeds (Posted/Estimated)		

Recreationists walking and bicycling along the road and fishing from the Bridge often provide potential hazards.

It is proposed that the existing structure be replaced by a new 2-lane bridge and improved approaches. The roadway would be 36 feet wide with two twelve (12') feet lanes and two six (6') foot shoulders. Sidewalks would be provided on the bridge. Both concrete and treated timber bridges would be considered in the preliminary engineering. The project would be considered for both 55 m.p.h. and 40 m.p.h. speeds. Care would be taken to avoid any encroachment on existing and potential recreation sites. Most right-of-way would be acquired, at no cost from the Forest Service, however, one possible alternative many require a small purchase of land.

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres 7+

Estimated Number of Parcels 2

Residential Relocation (No.) ____

Business Relocation (No.) ____

It is expected that all needed land will be acquired by donation from the U.S. Forest Service. Some timber will be removed and new roadway scar through a portion of the forest will result from the new alignment.

2. Estimated Impact on Land Use:

It is not anticipated that the project will cause any noticeable impact on the recreation or residential development in the area. Existing conflicts would be reduced between the recreationist and highway traveler.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:
Safety and capacity will be improved by the widening of the bridge and improvement of the alignment. Through traffic will be further from the established recreation facilities. Some air an noise quality may be reduced as traffic increases, however, this will have minimal impact because the roadway will be moved from the recreational area.

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The area surrounding the bridge site is flat land and drops into a marshy area before reaching the main stream. The marshy area is covered with heavy river grass and lodge pole trees come to the bank and surround the whole area with a thick stand. The bridge would be built from stream bank to bank and the State Fish & Game Commission would be consulted and would approve the construction plans.

Wildlife along the river includes deer, muskrat, and wild game birds. (Cont. Page 2A)

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:
The project site is located on U.S. Forest Service land. Ninety percent (90%) of the land to the west of the project is Forest Service owned. Three subdivisions (two within 1/4 mile and third 3 1/2 miles from the project) a fish hatchery and an air strip are located in the vicinity of the project. The bridge site has a very broad economic base because it is one of the main traveled routes to the Cascade High Lakes Country for all types of recreational and logging uses. If the route is improved, it will move timber to the mill

(cont. Page 2A)

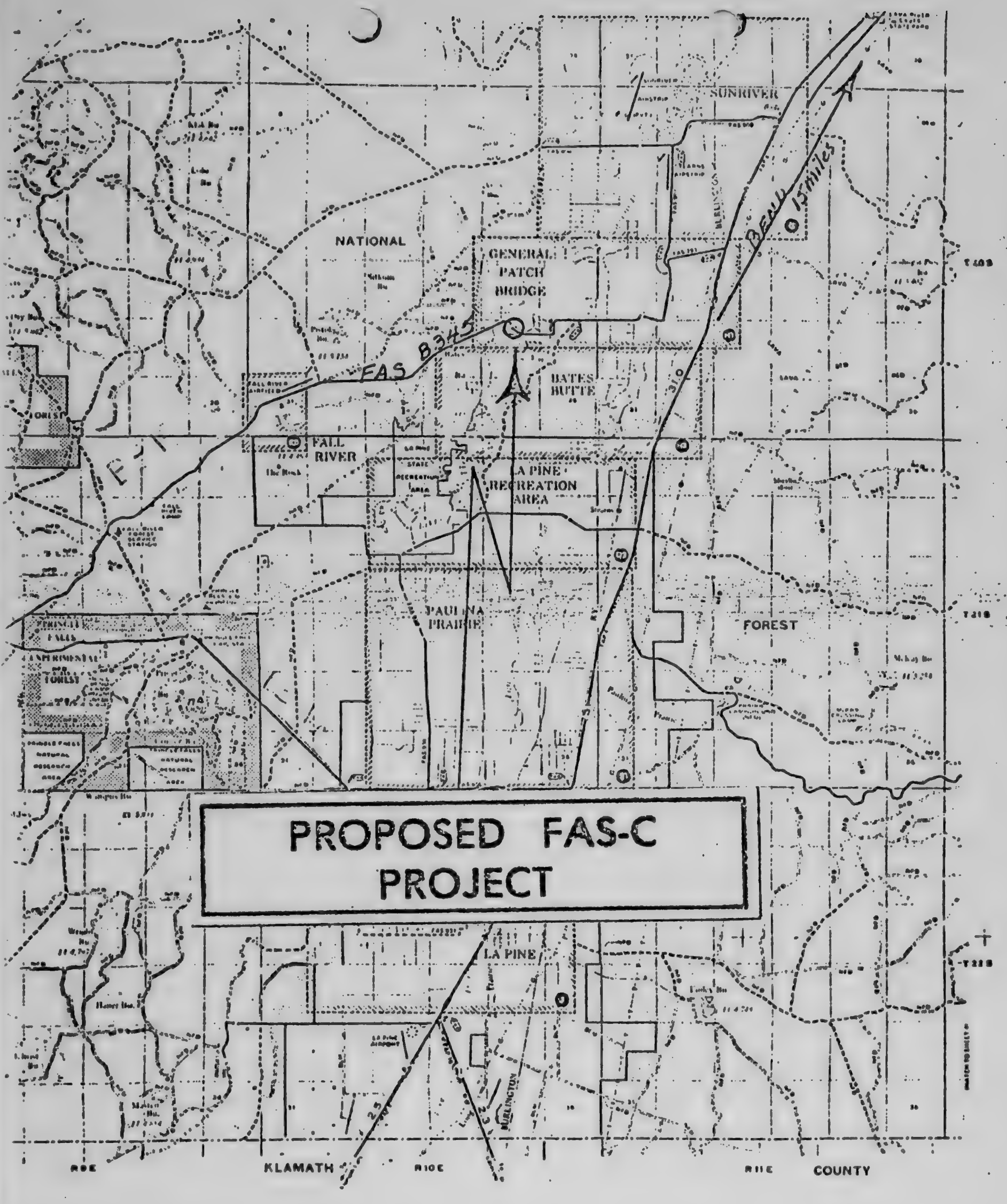
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:
The major concern is that the bridge be asthetically pleasing and all effort be taken to blend in with the area.

Name of Preparer and Phone Number: ____

4. The river is stocked and heavily fished during season, and there is boating most of the year.

The small removal of timber required by the project will be offset somewhat by the closure of the existing corridor which will return to a more natural condition.

5. more quickly, more safely, and with less expenditure of energy. The reconstruction and realignment of the bridge will allow more vehicles to use the road safely. The new alignment will also be a greater distance from the developed recreation area providing a more pleasing atmosphere safer conditions for the recreationist.


SUNRIVER
NATIONAL
GENERAL PATCH BRIDGE
FAS B345
BEND 15 miles
BATES BUTTE
FALL RIVER
LA PINE RECREATION AREA
PAULINA PRAIRIE
FOREST
LA PINE
KLAMATH
COUNTY

PROPOSED FAS-C PROJECT

GENERAL HIGHWAY MAP

DESCHUTES COUNT

OREGON

9773

FEDERAL AID PROJECT REQUE

Date May 14, 1979

Applicant Agency Deschutes County

Request for: Off-System ____, FAS-C X, FAUS ____ Project

Federal Aid Route No. FAS-B-345 Route Name South Century Drive

Project Name General Patch Bridge

Project Length 0.75 miles Project Location (Attach sketch map)

Project Description The project consists of replacing the present 154' long by 14' wide deck bridge with sharp curves at each end. The new bridge would be a half mile upstream approximately 260' long by 32' wide with sidewalks and good approach alignments.

Average Daily Traffic 400 Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' Travel Lanes 2 x 10' Shoulders Variable

Medians No Parking No

Sidewalks No

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 36' Travel Lanes 2 x 12' Shoulders 2 x 6' paved

Medians No Parking No

Curbed No Length Curb Radii

Sidewalk/Bikeway 6' Wide

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum ____ Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

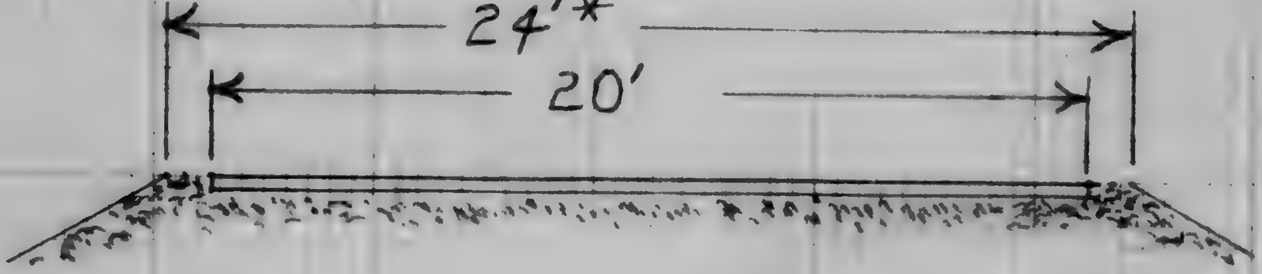
3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X
Remarks The right-of-way is on Forest Service land and they will do all approach clearing and donate the property.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

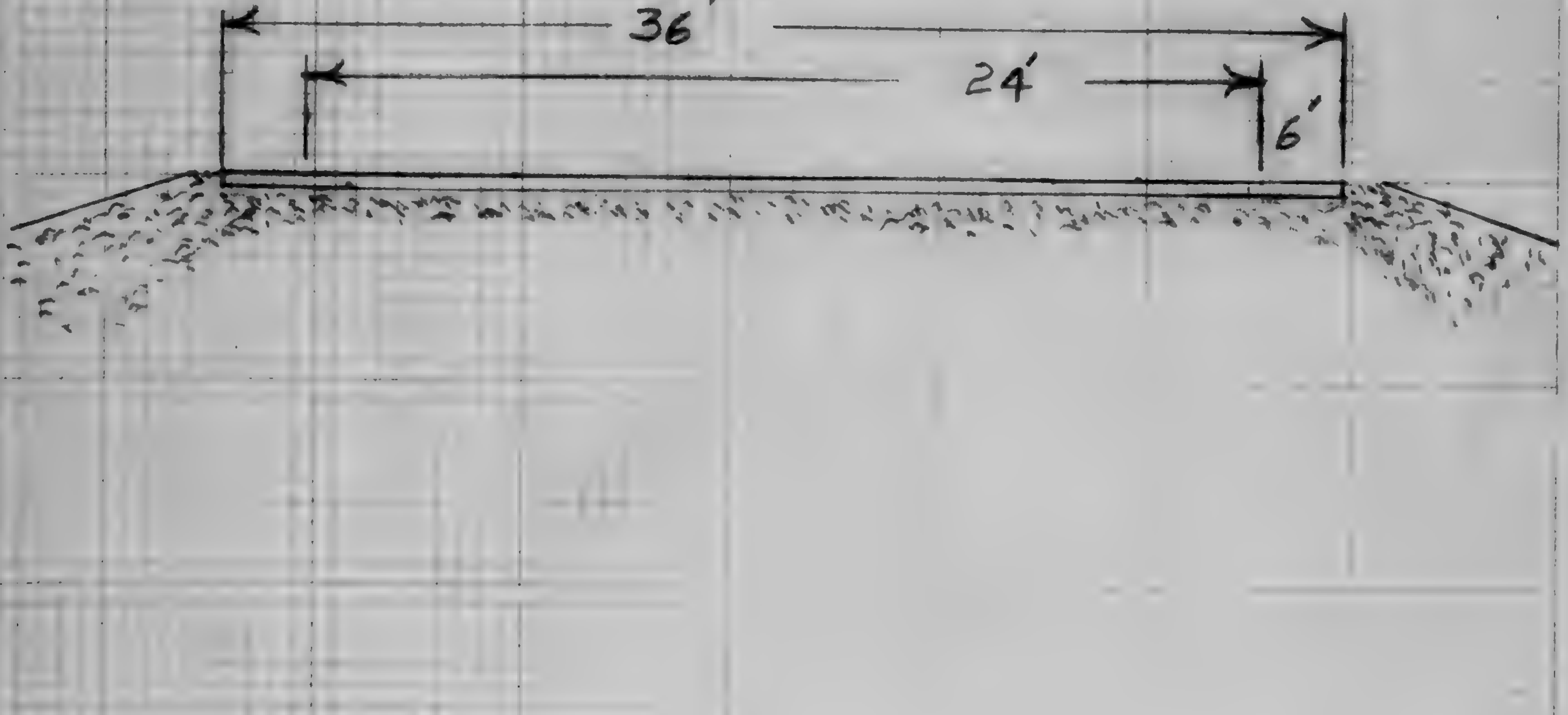
None existing and none needed for new project.

EXISTING ROADWAY



* VARIABLE

DESIRED ROADWAY CROSS SECTION



NO SCALE

5/9/79

2. Proposed Signalization:

Location No signalization will be needed.

Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? The signing of the new project will be done by the county. (In accordance with MUTCD*)

4. Permanent Striping:

Include in project or by applicant? The County will have the striping done when the project is completed.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None existing nor needed (mainly a day-use, intended to remain as a natural forest recreation area.

2. Proposed Illumination: DNA

Location
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Approximately 15 miles So. of Bend and 4½ miles West of U.S. 97 at the So. Century crossing of Desch. River
Type Wood piling glue lam. beams and wood deck.
Approach Roadway Width 20' Shoulder Width Variable
Length 154' Width 14.5'
To remain in place? Yes, will be used for recreational and residential access.

2. Proposed Structure:

Location Would be located approximately half mile upstream from present structure.

Approximate Size: Length 260' Width 32'

*If we ever get a copy of the new manual

Are sidewalk/bikeways desired? Yes. (There are campgrounds and subdivisions nearby and this structure provides access to the high lakes.

Are any utilities to be attached to structure? Not presently, but future provision is required (Conduits and manhole/Junction-boxes for power, phone, T.V. and water.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? There is a Forest Service campground close by, and aesthetics are critical.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ☐ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Deschutes County Road Department Office
2. Environmental	Deschutes County Road Department Office
3. Public Hearing	Deschutes County Road Department Office

Remarks The other local office and party would be Deschutes National Forest, Forest Engineer 211 N.E. Revere Street, Bend, Oregon 97701.

III. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?
Yes X No ______
If "yes," describe briefly: The Forest Service will clear the right-of-way after the bridge contract is awarded, and some preliminary grading and final traffic control and similar by the County.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 80,000.	$ ~~80,000.00~~
Right-of-way costs (if participating)		-0-
Traffic control		-0-
Illumination		-0-
Structures	416,000.	~~370,000.00~~
Railroad		-0-
Other Engineer & Contingencies	98,000.	~~70,000.00~~
Preliminary engineering	49,000.	40,000.00

PROJECT TOTAL $ 560,000.00
$ 643,000.

Remarks The proposed 260' length and $560,000.00 price vary considerably depending upon soil exploration and foundation study.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or Deschutes COUNTY

By ______ By Charles L Plummer

By ______ By Roadmaster

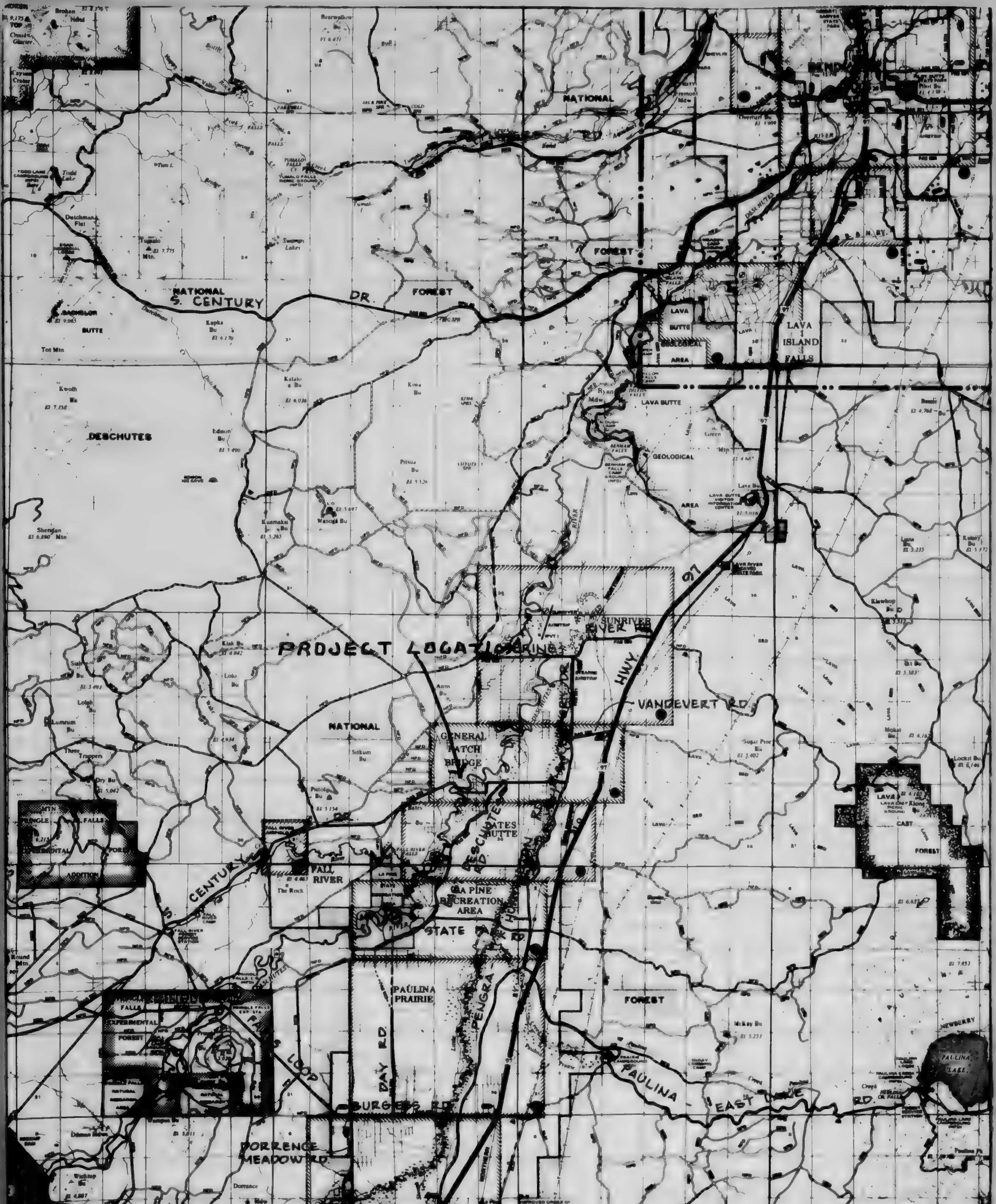
By ______

APPROVAL RECOMMENDED BY:

Lynn C M

Lynn C. McKibben
County Engineer

(1976)


PROJECT LOCATION
NATIONAL
S. CENTURY
DR.
FOREST
DESCHUTES
NATIONAL
BACHELOR BUTTE
Tumalo Mtn.
Todd Lake
Dutchman Flat
Swampy Lakes
Kapka Bu
Kwolh Bu
Edison Bu
Kiwa Bu
Pitsua Bu
Wanoga Bu
Kuamaksi Bu
Sheridan Mtn
Tot Mtn
BEND
LAVA ISLAND FALLS
LAVA BUTTE
GEOLOGICAL
AREA
LAVA BUTTE GEOLOGICAL AREA
Ryan Mdw
BENHAM FALLS
Lava Bu
Green Mtn
DESCHUTES
RIVER
97
HWY.
SUNRIVER
RIVER RD.
SPRING
VANDEVERT RD.
GENERAL PATCH BRIDGE
Sitkum Bu
Kink Bu
Lolo Bu
Lumrum Bu
Three Trappers
Dry Bu
PRINGLE FALLS
EXPERIMENTAL
FOREST
ADDITION
CENTURY
DR.
FALL RIVER
The Rock
Pistol Bu
GATES BUTTE
LA PINE RECREATION AREA
STATE PARK RD.
PAULINA PRAIRIE
DAY RD.
PENGRA
HUNTINGTON RD.
BURGESS RD.
DORRENCE MEADOW RD.
6TH ST.
PIERCE NO. 1 RD.
LA PINE
FINLEY BUTTE
FOREST
PAULINA
EAST LAKE RD.
McKay Bu
NEWBERRY
PAULINA LAKE
LAVA CAST FOREST
Kiwhop Bu
Sugar Pine Bu
Mokst Bu
Lockit Bu
Round Mtn
Wickiup Bu
Dorrance

7773

ENGINEERING REPORT

PROPOSED RELOCATION OF THE GENERAL PATCH BRIDGE
FDR #2114
DESCHUTES NATIONAL FOREST

By

Bruce M. Olson
June 1978

Alternative "B" Selected By the District

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE MAY 1 8 1979 RDE
RSO REGION 4 RBE
ASSIGNED______________

I. SUMMARY

The General Patch Bridge is located on Road 2114 (42) approximately 5 miles west of state highway 97. The bridge is a single lane, wood structure located within the Big River ~~Tree~~ Campground area. Road 2114 (42) is one of the primary access roads to the Bend Ranger District for both recreationists and commercial traffic.

Several near accidents and a few accidents have occurred on the bridge or its approaches. People fish from this bridge and pedestrian traffic is at times high. This hazard is complicated by the fact this is a single lane bridge without sidewalks on a double lane road, and the west approach is a slow speed, blind curve at the end of a high speed tangent. This road also passes through the Big RIVER ~~Tree~~ Campground area.

This report evaluates three alternative bridge crossings. The reason for building a new bridge would be to improve the design speed on the approaches and to construct a double lane bridge.

II. DISCUSSION

The cost estimates were made for a concrete bridge and a treated timber bridge. It is suggested that the following points be considered when making the choice:

A. Guardrails

Highway safety requirements include guardrails in any new bridge design. These rails must be able to withstand the impact of a vehicle at the design speed of the road. It is suggested that the passiblity of installing this type of rail on a timber bridge be explored before a decision is made.

B. Bridge Maintenance

It is suggested that the feasibility of building and maintaining the bridge to a HS-20 standard be explored before a decision is made as to the type of bridge.

In order to lessen the visual impact of the new bridge, the use of weathering steel (corte~~x~~n) be explored for the stringers, guardrails, and any other metal components. The use of tinted concrete can be explored but quality control as to the shading may present problems in control and price that are unnecessary.

III. ALTERNATIVE A

This route is designed for 55 MPH and yet avoids encroachment of proposed road on existing campgrounds. This route requires approximately 440 feet of right-of-way at the beginning, see green shaded area on enclosed map.

Costs	Concrete Bridge	Treated Timber Bridge
R/W	$ 5,000	$ 5,000
Bridge	$469,300	$586,700
Approaches	$ 4,800	$ 4,800
Construction	$ 39,500	$ 39,500
Obliteration	$ 500	$ 500
TOTAL	$519,300	$636,500

One technical problem that will have to be designed into the bridge is the super elevation run out for the two approach curves.

IV. ALTERNATIVE A-1

This route is designed for 40 MPH and avoids encroachment of proposed road on existing campgrounds. This route does not require any right-of-way from private land owners. The distance between the existing bridge and the proposed bridge is 360 feet.

	Concrete Bridge	Treated Timber Bridge
R/W	-0-	-0-
Bridge	$440,000	$568,300
Approaches	$ 4,800	$ 4,800
Construction	$ 32,700	$ 32,700
Obliteration	$ 500	$ 500
TOTAL	$478,000	$606,300

Due to the longer tangent for this Alternative, the super elevation for one curve will have to be designed into this bridge. It will not require the reversal of super to be included in the design.

V. ALTERNATIVE B

Several combinations of curve radiuses can be used in this general location. The costs and impacts of the location shown will represent all combinations.

This route is designed for 55 MPH and fully avoids encroachment of proposed road on existing and potential recreation sites.

	Concrete Bridge	Treated Timber Bridge
R/W	-0-	-0-
Bridge	$381,300	$476,700
Approach	$ 7,900	$ 7,900
Construction	$ 63,600	$ 63,600
Obliteration	$ 1,300	$ 1,300
TOTAL	$454,100	$549,500
Access Road	$ 10,000	$ 10,000
	$464,000	$559,500

This alternative will require some super elevation run out on the bridge. It will not require a reversal of super on the bridge and should simplify the bridge design.

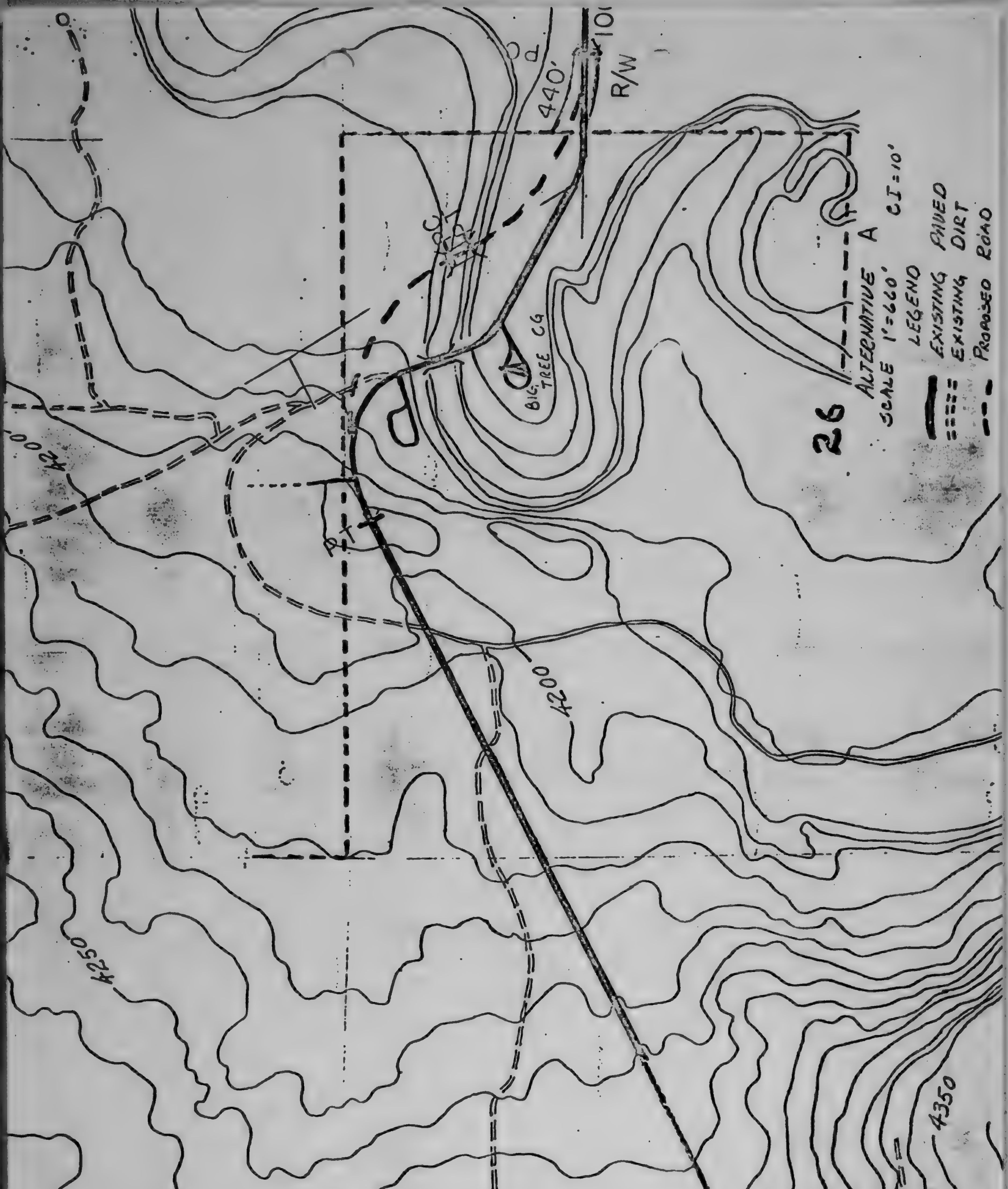
SUMMARY OF COSTS

Item	ALTERNATIVE A Concrete Bridge	 Treat. Tmbr. Bridge	ALTERNATIVE A-1 Concrete Bridge	 Treat. Tmbr. Bridge	ALTERNATIVE B Concrete Bridge	 Treat. Tmbr. Bridge
Right-Of-Way	$ 5,000	$ 5,000	0	0	0	0
Bridge	$469,300	$586,700	$440,000	$568,300	$381,300	$476,700
Approaches	$ 4,800	$ 4,800	$ 4,800	$ 4,800	$ 7,900	$ 7,900
Construction	$ 39,500	$ 39,500	$ 32,700	$ 32,700	$ 63,600	$ 63,600
Obliteration	$ 500	$ 500	$ 500	$ 500	$ 1,300	$ 1,300
Access Road					$ 10,000	$ 10,000
Total Cost	$519,300	$636,500	$478,000	$606,300	$464,000	$559,500
Bridge Length	320'		310'		260'	
Operating Speed	50 - 65 MPH		34 - 45 MPH		50 - 65 MPH	
Project Length	3,090'		2,600'		4,740'	
Length of R/W	440'		0		0	
Bridge Skew	45°		41°		32°	

TABLE 1
RESOURCE IMPACTS

RESOURCE IMPACT AND EFFECTS	ALTERNATIVE A		ALTERNATIVE A-1		ALTERNATIVE B	
	FAVOR	ADVERSE	FAVOR	ADVERSE	FAVOR	ADVERSE
Visible from campgrounds area		X		X	X	
Visible from homes		X		X		X
Least Cost		X		X	X	
Impacts potential campgrounds and/or picnic areas NE of existing road		X		X	X	
Highest visual impact where no impact now exists	X		X			X
Best separates through traffic from campground traffic		X		X	X	
Requires the purchase of R/W		X	X		X	
Maintains 55 MPH alignment	X			X	X	

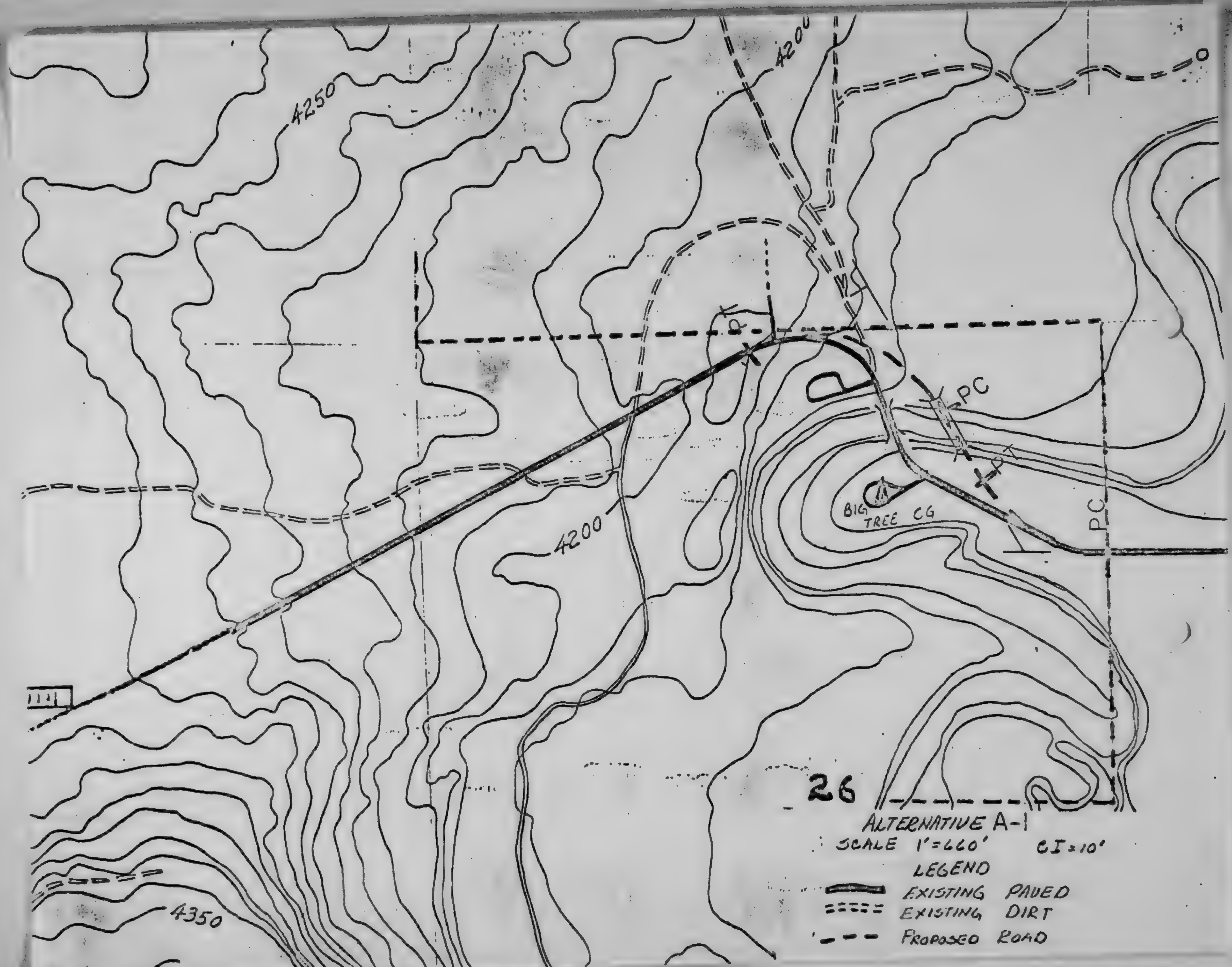
APPENDIX


26
ALTERNATIVE A
SCALE 1"=660'
C.I.=10'
LEGEND
EXISTING PAVED
EXISTING DIRT
PROPOSED ROAD
BIG TREE CG
4200
4200
4250
4350
440'
R/W
100
PT

ALTERNATIVE A

APPROXIMATE ALIGNMENT

STATION	DATA	REMARKS
	N 90° W	BEGIN PROJECT
0+00 PC		
	A - 58°	
	LC = 1130'	
	R = 1150	
	DC = 5	
	OPERATING SPEED = 50-65 MPH	
4+40 POC		ENTER FS LAND.
	N 32° W	
11+30 PT		BEGIN BRIDGE
	LENGTH = 320'	
	SKEW = 45°	
14+10 PC 14+50 POC		END BRIDGE
	Δ = 83°	
	LC = 1680'	
	R = 1150	
	DC = 5°	
	OPERATING SPEED = 50-65 MPH	
27+00 POC		ASSUME EXISTING ALIGNMEN END PROJECT
30+90 PT		
	S 65° W	

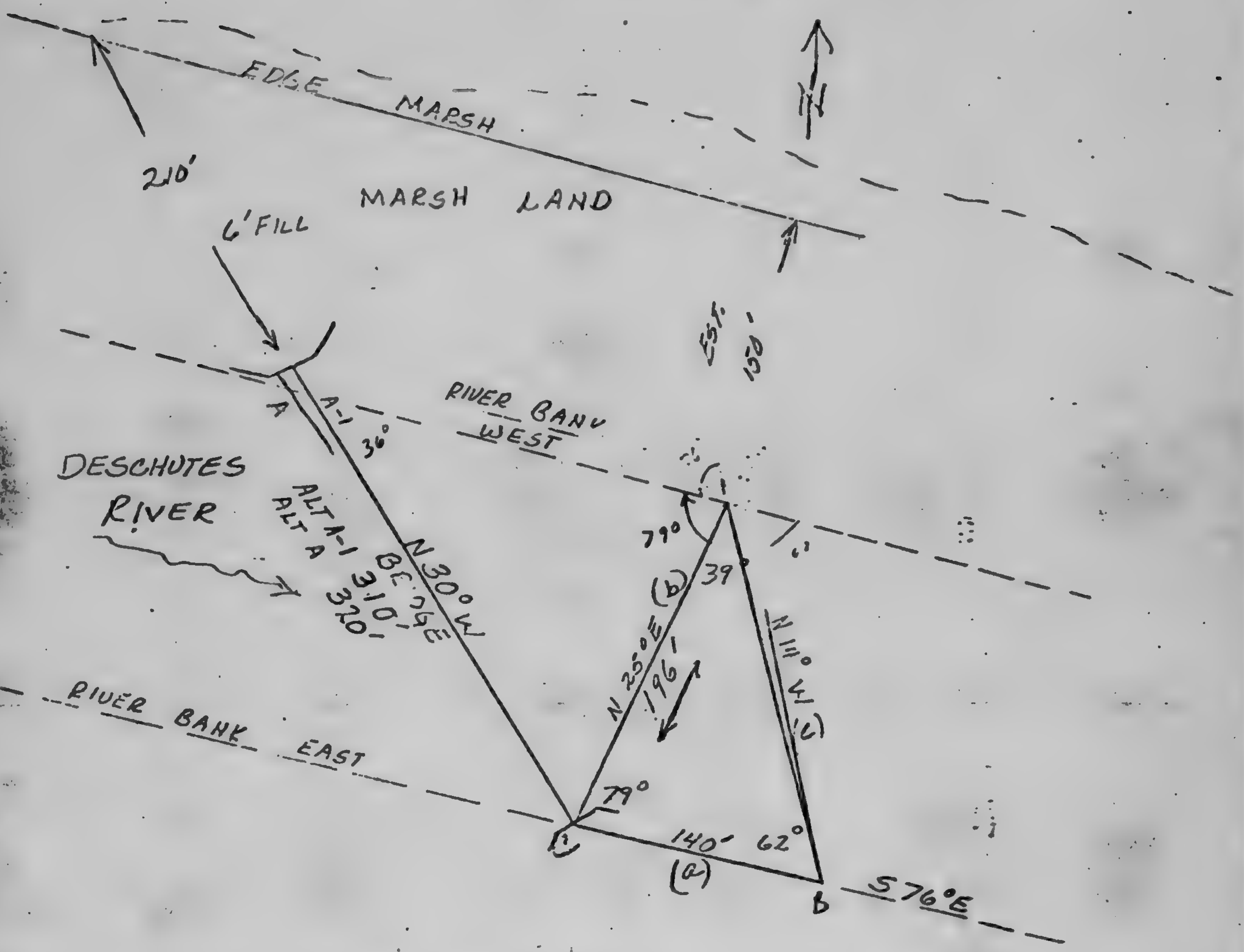

4250
4200
4200
4350
PT
P
PC
PT
PC
BIG TREE CG
26
ALTERNATIVE A-1
SCALE 1"=660'
CI=10'
LEGEND
EXISTING PAVED
EXISTING DIRT
PROPOSED ROAD

ALTERNATIVE A-1

APPROXIMATE ALIGNMENT

STATION	DATA	REMARKS
	N 90° W	
0+00 PC		ENTER USFS BEGIN PROJECT
	Δ = 60° Rt	
	LC = 900'	
	R = 850'	
	DC = 7°	
	OPERATING SPEED = 35-45 MPH	
9+00 PT		
	N 30° W	
11+00 POT		BEGIN BRIDGE
	LENGTH = 310'	
	SKEW = 41°	
13+50 PC		
14+12 POC		END BRIDGE
	Δ = 85°	
	LC = 1250'	
	R = 850'	
	DC = 7°	
	OPERATING SPEED = 35-45 MPH	
22+00 POC		BEGIN EXISTING PAVEMENT END PROJECT
26+00 PT		
	S 65° W	

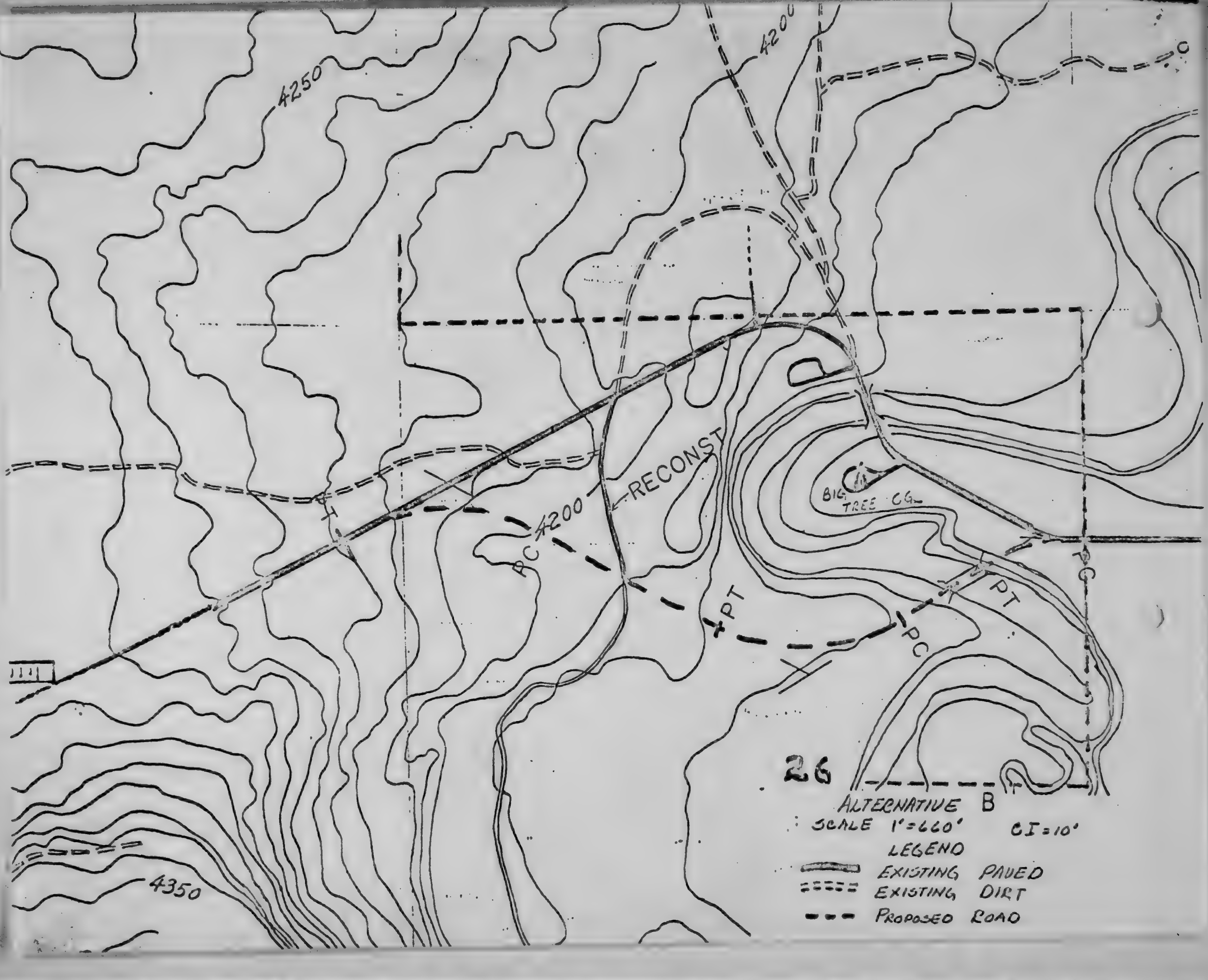
ALTERNATIVES A & A-1


EDGE MARSH
210'
MARSH LAND
6' FILL
EST. 150'
A
A-1
36°
RIVER BANK WEST
DESCHUTES RIVER
ALT A-1 310'
ALT A 320'
N 30° W
BRIDGE
79°
39°
(b)
N 25° E
196'
N 11° W
(c)
RIVER BANK EAST
79°
140'
62°
(a)
B
S 76° E

$$\frac{(140')\ \text{SINE } 62^\circ}{\text{SINE } 39^\circ} = 196'$$

$$\frac{196\ \text{sine } 79^\circ}{\text{sine } 36^\circ} = 320'$$

~~Due to the skew angle [illegible] bridge length was added to ensure spanning the river channel~~


26
ALTERNATIVE B
SCALE 1"=660'
C.I.=10'
LEGEND
EXISTING PAVED
EXISTING DIRT
PROPOSED ROAD
RECONST
BIG TREE CG
PC
PT
PC
PT
PC
4200
4200
4250
4350

ALTERNATIVE B

APPROXIMATE ALIGNMENT

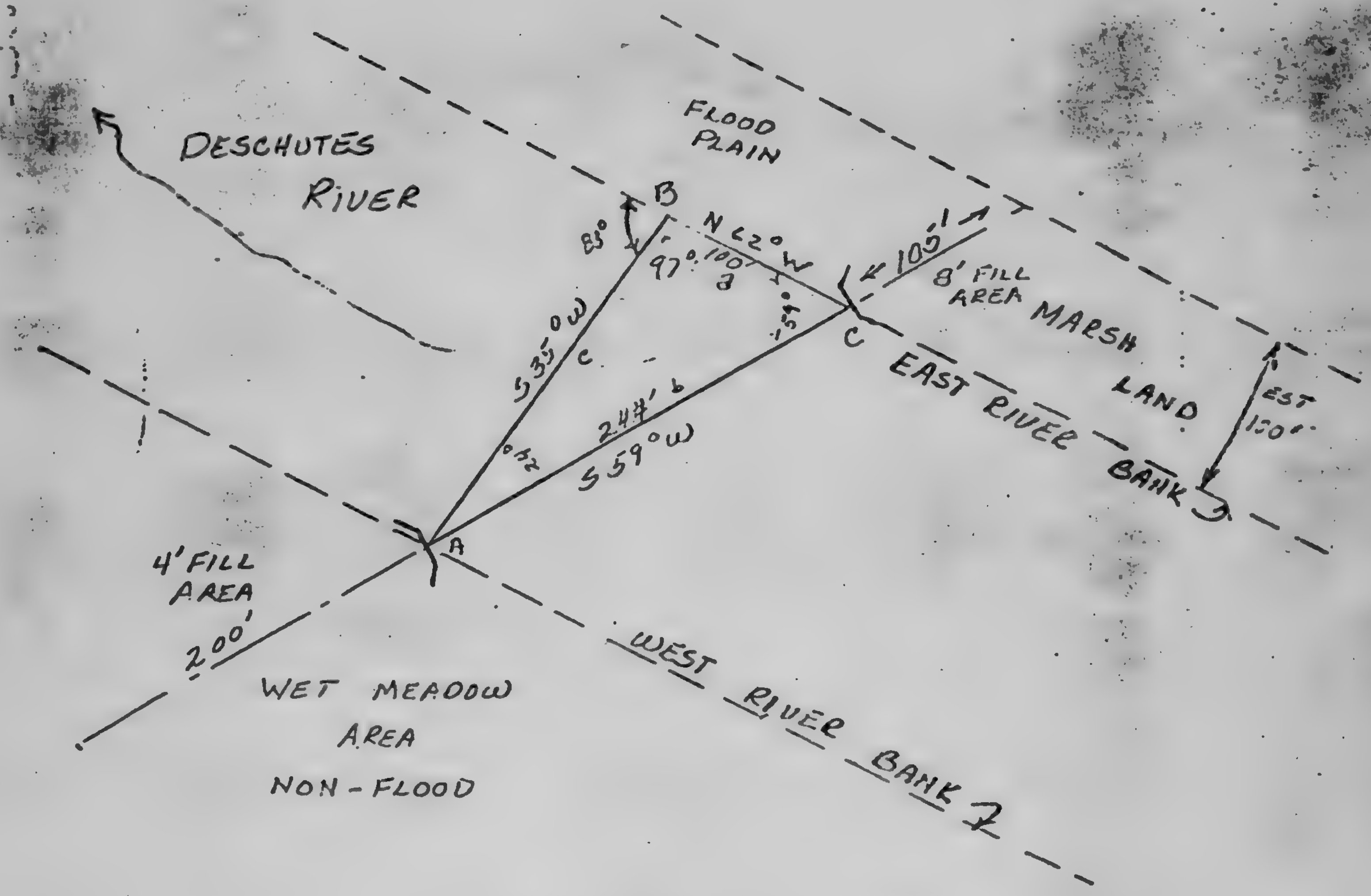
STATION	DATA	REMARKS
	N 90° W	
0+00 PC		BEGIN PROJECT
	Δ = 32° LT	
	LC = 630'	
	R = 1150'	
	DC = 5°	
	OPERATING SPEED = 50-65 MPH	
6+20 PT		BEGIN BRIDGE
	LENGTH = 260'	
	SKEW = 32°	
	S 58° W	
8+80 POT		END BRIDGE
12+10 PC		
	Δ = 60° RT	
	LC = 1130'	
	R = 1150'	
	DC = 5°	
	OPERATING SPEED = 50-65 MPH	
23+40 PT		
	N 62° W	
35+10 PC		
	Δ = 53° LT	
	LC = 1230'	
	R = 1150	
	DC = 5°	
	OPERATING SPEED = 50-65 MPH	
47+40 PT	S 65° W	END PROJECT

ALTERNATIVE B

$$\left[105' \times 8' \times \left[(28+52)\div 2\right]\right] \div 27 = 1244\ \text{CY}$$

$$\left[200' \times 4' \times \left[(28+40)\div 2\right]\right] \div 27 = 1007\ \text{CY}$$

$$\begin{array}{r} 2251\ \text{CY} \\ \times\ \$3.50/\text{CY} \\ \hline 7,880 \end{array}$$



DESCHUTES
RIVER
FLOOD
PLAIN
B
83°
97°
100'
a
N 62° W
59°
105'
8' FILL
AREA
MARSH
LAND
C
EAST RIVER BANK
EST
100'
S 35° W
c
244' b
S 59° W
24°
A
4' FILL
AREA
200'
WET MEADOW
AREA
NON-FLOOD
WEST RIVER BANK

$$\frac{(100')\ \text{SINE } 97°}{\text{SINE } 24°} = 244'$$

This bridge location is within 1° of triangulation bearing taken in the field therefor no bridge length was added

1984 Lava Butte-Fremont Hwy. 9774
Jct. & The Dalles-Calif.-Old Shevlin
Camp Rd. Sec. (Paving)

771

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
MATERIALS & RESEARCH UNIT, 800 Airport Road, S.E.
Salem, OR 97301 (503) 378-2318

In Reply Refer to
File No.:

RES 6
OR#84-02 to 04
OR#84-07 to 11
X RES 10

Copy
RES 5
Asphalt,
Chemcrete

DATE: January 18, 1991

TO: Al Steger
Acting Division Administration
Federal Highway Administration

FROM: For W. J. Quinn Keith L Martin
Engineer of Materials & Research

SUBJECT: Experimental Features/Experimental Project #3, Final Report "Evaluation of Asphalt Additives: Lava Butte to Fremont Hwy. Junction"

Mr. Cal Frobig's October 26, 1990 letter approved publication of the subject report and asked that we furnish your office with seven copies of the final published report.

Seven copies of this report and an FHWA Form 1461 for each of the eight products are enclosed.

This study has been completed under the National Experimental Project No. 3 in conjunction with Experimental Features OR#84-02 to 04 and OR#84-07 to 11.

KLM:jar
jar/report.ltr

Enclosure

cc: W. Anhorn

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JAN 18 '91
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Technical Report Documentation Page

1. Report No. FHWA-OR-RD-90-02

2. Government Accession No.

3. Recipient's Catalog No.

4. Title and Subtitle

Evaluation of Asphalt Additives: Lava Butte to Fremont Highway Junction

5. Report Date October 1990

6. Performing Organization Code

7. Author(s) Bo Miller and L.G. Scholl

8. Performing Organization Report No.

9. Performing Organization Name and Address

Oregon State Highway Division
Materials and Research Section
800 Airport Road S.E.
Salem, Oregon 97310

10. Work Unit No. (TRAIS)

11. Contract or Grant No. DTFH71-84-4503-OR-07

12. Sponsoring Agency Name and Address

Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C. 20590

13. Type of Report and Period Covered
Final Report
Aug. 1985 - Oct. 1989

14. Sponsoring Agency Code HHO-41

15. Supplementary Notes

16. Abstract

This report covers four year's performance of ten test sections using dense-graded hot mix asphalt concrete with these additives: Plus Ride mix containing granulated tire rubber, Arm-R-Shield modified asphalt containing ground and dissolved tire rubber, Fiber Pave polypropylene fibers, Boni Fibers polyester fibers, Pave Bond anti-stripping asphalt additive, lime as an anti-stripping aggregate treatment, and CA(P)-1 asphalt containing an EVA polymer. The control section used conventional AC-20 asphalt.

At the end of four years, none of the test sections performed better than the control. The only significant distresses were a slight loss of aggregate in the wheeltracks of the Plus Ride section and a comparatively large amount of wheeltrack and transverse cracking in the CA(P)-1 sections. None of this distress was severe enough to require repair.

The anti-stripping additives cannot be evaluated at this time, as no significant stripping has occurred on any section.

Distress measured on the roadway after four years was compared to the results of tests done on briquets made out of mix sampled from behind the paver. The best correlations were: rutting vs the 77°F and 115°F penetration, longitudinal wheeltrack cracking vs the unconditioned diametral resilient modulus, transverse cracking vs the 73°F fatigue test results, and ravelling and weathering vs the index of retained strength and the freeze-thaw/unconditioned diametral resilient modulus ratio.

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17. Key Words

Pavement Asphalt, Admixtures, Rubber, Antistrip, Chemicals

18. Distribution Statement

Available through the National Tecnical Information Service (NTIS)

19. Security Classif. (of this report) Unclassified

20. Security Classif. (of this page) Unclassified

21. No. of Pages 102

22. Price

Form DOT F 1700.7 (8-72)

Reproduction of completed page authorized

Donald E. Forbes

2.0 TEST SECTIONS

This chapter describes the test sections and the materials tested.

2.1 Location and Environment

The test sections are in a region where pavements often show distress such as transverse cracking after a few years. This area has cold winters, hot summers, large daily temperature swings, frequent freeze thaw cycles, rain, and snow. In addition, the pavements lie on a highly resilient subgrade material and are subject to heavy truck traffic.

The test sections are between milepoints 157.94 and 161.81 on The Dalles-California Highway (U.S. Route 97 or Oregon Highway 4). This is the main north-south highway across the Central Oregon Plateau (Figure 2.1).

The climate at the study site was determined from a nearby weather station. Temperatures vary from an average daily low of 21°F in January to an average daily high of 82°F in July. Daily temperature swings of 30°F to 40°F are the rule, with a 52°F swing noted in August 1986. In 1986, for example, there were freeze-thaw cycles on about 200 days out of the year. An average of 12 inches of rain and 39 inches of snow fall annually.

Although this section has a moderate traffic loading at present, use has been increasing. Historical data for 1985 through 1988, and projected traffic loadings for 1989, are shown in Table 2.1.

Table 2.1: Traffic Loading for 1985 through 1989

Year	Two Way Average Daily Traffic	Northbound 18 kip Equivalent Annual Axle Loads	Southbound 18 kip Equivalent Annual Axle Loads
1985	5,000	119,000	129,000
1986	5,000	126,000	136,000
1987	5,400	138,000	150,000
1988	5,700	151,000	163,000
1989	6,100	162,000	175,000

2.2 Layout and Cross-Section

The layout of the test sections is shown in Figure 2.2. The cross-section of the roadway was determined by analyzing both cores and plans from previous jobs (Figure 2.3).

6.0 PRODUCT PERFORMANCE AND RECOMMENDATIONS

Four years after construction, all test sections were in satisfactory condition. Although some distress was noted, as reported below, it is too early to make firm conclusions about the additive's cost-effectiveness or long-term performance.

6.1 Product Performance and Recommendations

General:

It is recommended that none of the rubber asphalt products, fibers, or polymers be widely used until further experience shows their cost-effectiveness. However, the anti-stripping properties of Pave Bond and lime are well established through other studies. Therefore, the use of these two products should continue without change.

Plus Ride:

Product Performance - This section has been superior to all other sections in resisting cracking. However, the loss of large aggregate from the wheeltracks casts doubts on the long-term durability of this pavement.

The Plus Ride pavement was slightly superior in shedding ice during snowplowing. However, this property could not be fully evaluated on these test sections, as this project was not in a heavy snow zone.

As the Plus Ride pavement system contains granulated tires, it recycles a waste product. It is estimated that this 1-3/4-inch deep by 24-foot wide by 1/2-mile long test section used 3,000 tires.

Recommendations - Continue to use Plus Ride on an experimental basis. Fog sealing or sand sealing just after construction, or using a polymerized binder may reduce or eliminate the loss of surface aggregate.

Arm-R-Shield, Fiber Pave, and Boni Fibers:

Product Performance - These sections have performed no better than the Class "C" sections.

The Arm-R-Shield Pavement contains ground tires. As with the Plus Ride system, this pavement allows the recycling of a waste product.

Recommendations - At present, the added cost of these additives are not justified by improved performance. These added costs were significant on this project, as the fiber reinforced mixes cost almost twice as much per ton as the conventional asphalt concrete, and the Arm-R-Shield mix costs almost four times as much.

Pave Bond and Lime:

Product Performance - None of the test sections had significant stripping. As a result, this study cannot evaluate the anti-stripping properties of these products at this time. Tests show a slight softening of binders.

Recommendations - None resulting from this study. Continue current policy.

CA(P)-1:

Product Performance - The test sections with this polymer were poor at resisting both transverse and wheeltrack cracking.

The performance of these sections may not be representative of CA(P)-1 or other EVA modified asphalts in general use, as the binder may have been overly aged by high mixing temperatures.

Recommendations - The decision on the use of EVA should be based on the performance of other projects in Oregon where lower mixing temperatures were used.

6.2 Test Methods

The following was concluded about the materials test's ability to predict pavement performance:

1) The conventional consistency tests may not be adequate for modified binders, as the extraction process removes many components that may affect binder properties such as rubber particles and fibers.

2) The 115°F and 77°F penetration tests were the best predictors of rutting.

3) Resilient modulus testing revealed different stiffness characteristics among the various mixes. When pavements are made using some of these mixes, their comparatively low stiffness may need to be considered in the structural design.

4) The unconditioned resilient modulus tests were the best predictors of load related wheeltrack cracking.

5) The fatigue test, both at 32°F and 73°F, was a poor predictor of load related wheeltrack cracking. The 73°F test failed to predict the cracking in the CA(P)-1 section, and the 32°F test predicted cracking in the CA(P)-1 section and one of the Class "C" sections that had no transverse cracking. In addition, the cold temperature fatigue test had little repeatability.

6) Although the fatigue test was intended to predict load related cracking, the 73°F fatigue test was a good predictor of

temperature related transverse cracking.

7) The Hveem stability test indicated a low stability for the Plus Ride section. However, this section had shown no distress related to low stability.

5) The index of retained strength test and the freeze-thaw/unconditioned resilient modulus ratios were the best predictors of ravelling and weathering. Neither Pave Bond or lime consistently improved any of the water damage susceptibility test results.

7774

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
RESEARCH UNIT, 800 Airport Rd. S.E.
Salem, OR 97310 (503) 378-2318

In Reply Refer to
File No
RES 10

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OCT 5 '90
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FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE

DATE: October 3, 1990

TO: Richard G. Fairbrother
Division Administrator
Federal Highway Administration

FROM: W. J. Quinn
Engineer of Materials and Research

SUBJECT: Work Plan Approval
"Continuation of the Evaluation of Asphalt Additives: Lava Butte to Fremont Highway Junction"
Experimental Project No. 3

Copy
RES 5
Asphalt
concrete
Chemcrete

Enclosed for your review and approval are six copies of a work plan, "Continuation of the Evaluation of Asphalt Additives: Lava Butte to Fremont Highway Junction." Following your review, please forward a copy to the Experimental Projects Division for final approval to receive evaluation funding under Experimental Project No. 3.

Asphalt concrete overlays were placed during the summer of 1985 on a section of US Route 97 (Oregon Highway No. 4), approximately 20 miles south of Bend. The overlays included ten test sections containing various asphalt additives.

Work has been performed the last several years for this project under Work Order No. DTF H71-84-4503-OR-07. The work included inspections, lab tests, and reports. The draft FINAL REPORT is currently being review by the Federal Highway Administration and it includes the results of the first four years performance of the ten test sections. At the end of four years, none of the asphalt additives test sections performed better than the control test section. However, an inspection last month, at the end of five years, revealed some differences. Therefore, this work plan is for the continuation of the evaluation of this project for five, seven, and nine years after construction.

Thank you for your consideration of this project. If you have any questions regarding this work plan, please call Keith Martin or Scott Nodes at the above number.

SEN:jar
workplan/aacont.doc

Enclosures

cc: Bill Anhorn

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OREGON'S ROAD & UTILITY WORKERS

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-43	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Deschutes & Klamath
MODIFICATION NUMBER 6	2 5 10	Project Number F-4-2(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 23, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,794,678.00	$ 3,930,878.00
Federal funds	$ 3,345,008.00	$ 3,465,068.00
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5TH day of FEB, 19 '90.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

MANAGER, PROGRAM SECTION
(Title)

~~By~~ For: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 24, 1990

FEDERAL AID PROJECT NO. F-4-2(15)

Lava Butte-Fremont Hwy Jct. Section
The Dalles-California Highway
Deschutes and Klamath Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M. P. 149.6 to M. P. 169.8)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	Sq.Ft.	$ 5.00	625	$ 3,125.00	2,182.30	$ 10,911.50
Pilot Car	HR	30.00	420	12,600.00	635.75	19,072.50
Temporary Striping	Lin.Ft.	0.25	65,000	16,250.00	67,072.00	16,768.00
Watering	M-Gal.	10.00	290	2,900.00	600.30	6,003.00
Aggregate Shoulders	Ton	7.00	12,351	86,457.00	13,405.72	93,840.04
Class C Asphalt Concrete Mix in Leveling	Ton	12.00	17,000	204,000.00	22,051.17	264,614.04
Asphalt Cement in Mix	Ton	180.00	6,200	1,116,000.00	6,259.82	1,126,767.50
Cl. C W/Arm-R-Shield Asp. Conc. Mix	Ton	20.00	700	14,000.00	994.99	19,899.80
Arm-R-Shield in Mixture	Ton	750.00	75	56,250.00	78.18	58,635.00
Guard Rail Type 2A	Lin.Ft.	8.00	2,375	19,000.00	290.00	23,200.00
Extra for Asphalt Approaches	EA	200.00	94	18,800.00	125.00	25,000.00
Clearing and Grubbing	LS	2,400.00	0	0.00	100%	2,400.00
Salvage Guard Rail	Lin.Ft.	2.00	0	0.00	2,375.00	4,750.00
Guard Rail Type 2A	Lin.Ft.	8.00	0	0.00	1,300.00	10,400.00
Guard Rail Anchors	EA	300.00	0	0.00	4.00	1,200.00
Rail End Pieces Type C	EA	80.00	0	0.00	4.00	320.00
Finish Road Bed and Slopes	LS	11,000.00	0	0.00	31.71%	3,487.62
				$ 1,549,382.00		$ 1,687,269.00

Increase $ 137,887.00
Total as on previous est. of 9-18-87 3,452,919.84

Subtotal $	3,590,806.84
Engineering	340,071.16
Total $	3,930,878.00

Length of Roadway ------------------- 20.20 miles

Cost of Roadway per Mile ----------- $194,597.92

SUMMARY OF FUNDS (88.15%)

Type Code	Appn	Total Cost	Federal Funds	State Funds
1000	010	$ 3,930,878.00	$ 3,465,068.00	$ 465,810.00
Total		$ 3,930,878.00	$ 3,465,068.00	$ 465,810.00

Nonparticipating Work

State Responsibility for Damages	All Required	$ 36,000.00

Lava Butte - Fremont Hwy. Jct. Section (090)
Fremont Highway
Deschutes and Klamath Counties
Nonparticipating State Work
State Responsibility

Mobilization	12%	All Required	$	$ 36,000.00
Temporary Protection and Direction of Traffic	35%	All Required		7,000.00
Temporary Signs	413	Sq. Ft.	5.00	2,065.00
Temporary Barricades	5	Each	50.00	250.00
Temporary Plastic Safety Markers	21	Each	50.00	1,050.00
Flagmen	610	Hour	10.00	6,100.00
Pilot Car	280	Hour	30.00	8,400.00
Class "E" Asphalt Concrete Mixture	12,000	Ton	12.00	144,000.00
Asphalt Cement in Mixture	720	Ton	180.00	129,600.00
Emulsified Asphalt in Seal Coat	130	Ton	$ 180.00	$ 23,400.00
Aggregate in Seal Coat	1,400	Ton	10.00	14,000.00
Asphalt in Tack Coat	210	Ton	180.00	37,800.00

Single Mailbox Supports	30	Each	100.00	3,000.00
				$ 412,665.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 13,600.00
Field Laboratory	All Required	1,000.00
	Subtotal	$ 427,265.00
	Engineering	53,408.00
	Total	$ 480,673.00

Lava Butte - Fremont Hwy. Jct. Section (020)
Park Road
Deschutes County
Nonparticipating State Work
State and County Responsibility

Mobilization	8%	All Required	$	$ 24,000.00
Temporary Protection and Direction of Traffic	12%	All Required		2,400.00
Temporary Signs	141	Sq. Ft.	5.00	705.00
Temporary Barricades	2	Each	50.00	100.00
Temporary Plastic Safety Markers	7	Each	50.00	350.00
Flagmen	210	Hour	10.00	2,100.00
Pilot Car	100	Hour	30.00	3,000.00
Watering	10	M-Gal.	10.00	100.00
Aggregate Shoulders	900	Ton	7.00	6,300.00
Class "C" Asphalt Concrete Mixture	9,000	Ton	11.00	99,000.00
Asphalt Cement in Mixture	540	Ton	180.00	97,200.00
Asphalt in Tack Coat	20	Ton	180.00	3,600.00
				$ 238,855.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,500.00
Field Laboratory	All Required	500.00

Subtotal	$	242,855.00
Engineering		30,356.00
Total		273,211.00

Group 1 = 79%; Group 2N = 7%; Group 9 = 13%; Group 8 = 1%
Contract No. 9774
Prefix: 18-1556 (P. E.)
Prefix: C09774
Appn Code: 010

DDB:pk

9774:

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 10-11

PROJECT REPORT NUMBER

MODIFICATION NUMBER 5

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-1-87

Form Approved; O M B No. 04-R2089

State OREGON

County DESCHUTES

Project Number F-4-2(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 23, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,748,658	$ 3,794,678
Federal funds	$ 3,304,441	$ 3,345,008
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1 ST day of OCT, 19 87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilman

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 18, 1987

Federal-Aid Project No. F-4-2(15)

Lava Butte-Fremont Hwy. Jct. Section
The Dalles-California Highway
Deschutes and Klamath Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (M.P. 149.6 to M.P. 169.8)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "C" Asphalt Conc. Mix in Leveling	Ton	$ 12.00	17,000	$204,000.00	20,835	$250,020.00
SUBTOTAL				$204,000.00		$250,020.00

Increase	$	46,020.00
SUBTOTAL on Estimate of October 15, 1986		3,406,899.84
SUBTOTAL	$	3,452 919.84
Engineering		340,071.16
Total	$	3,792,991.00

Length of Roadway --------------- 20.20 miles

Cost of Roadway Per Mile -------- $187,771.83

RETAIN IN RESERVE

Field Laboratory	All Required	$	1,500.00
	Engineering		187.00
	TOTAL	$	1,687.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$ 3,792,991.00	$ 3.343.521.00	$ 449,470.00
Reserve	010	1,687.00	1,487.00	200.00
TOTAL		$ 3,794,678.00	$ 3,345,008.00	$ 449,670.00

NONPARTICIPATING WORK

State Responsibility for Damages	All Required	$ 1,000.00

Lava Butte - Fremont Hwy. Jct. Section
Fremont Highway
Deschutes and Klamath Counties
Nonparticipating State Work
State Responsibility

Mobilization	12%	All Required		$ 36,000.00
Temporary Protection and Direction of Traffic	35%	All Required		7,000.00
Temporary Signs	413	Sq. Ft.	5.00	2,065.00
Temporary Barricades	5	Each	50.00	250.00
Temporary Plastic Safety Markers	21	Each	50.00	1,050.00
Flagmen	610	Hour	10.00	6,100.00
Pilot Car	280	Hour	30.00	8,400.00
Class "E" Asphalt Concrete Mixture	12,000	Ton	12.00	144,000.00
Asphalt Cement in Mixture	720	Ton	180.00	129,600.00
Emulsified Asphalt in Seal Coat	130	Ton	180.00	23,400.00
Aggregate in Seal Coat	1,400	Ton	10.00	14,000.00
Asphalt in Tack Coat	210	Ton	180.00	37,800.00
Single Mailbox Supports	30	Each	100.00	3,000.00
				$ 412,665.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 13,600.00
Field Laboratory	All Required	1,000.00
	SUBTOTAL	$ 427,265.00
	Engineering	53,408.00
	TOTAL	$ 480,673.00

Lava Butte - Fremont Hwy. Jct. Section
Park Road
Deschutes County
Nonparticipating State Work
State and County Responsibility

Mobilization	8%		All Required	$ 24,000.00
Temporary Protection and Direction of Traffic	12%		All Required	2,400.00
Temporary Signs	141	Sq. Ft.	5.00	705.00
Temporary Barricades	2	Each	50.00	100.00
Temporary Plastic Safety Markers	7	Each	50.00	350.00
Flagmen	210	Hour	10.00	2,100.00
Pilot Car	100	Hour	30.00	3,000.00

Watering	10	M-Gal.	10.00	100.00
Aggregate Shoulders	900	Ton	7.00	6,300.00
Class "C" Asphalt Concrete Mixture	9,000	Ton	11.00	99,000.00
Asphalt Cement in Mixture	540	Ton	180.00	97,200.00
Asphalt in Tack Coat	20	Ton	180.00	3,600.00
				$ 238,855.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,500.00
Field Laboratory	All Required	500.00
	SUBTOTAL	$ 242,855.00
	Engineering	30,356.00
	TOTAL	$ 273,211.00

Group 1 = 79%; Group 2N = 7%; Group 9 = 13%; Group 8 = 1%
Contract No. 9774
Prefix: 18-1556
Prefix: C09774
Appn Code: 010

RLC:pf

9771

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER
PROJECT REPORT NUMBER
MODIFICATION NUMBER ~~4~~ 5

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-17-87

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State	Oregon
County	Deschutes
Project Number	F-4-2(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 23, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,696,787.00	$ 3,748,658.00
Federal funds	$ 3,258,717.00	$ 3,304,441.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of APR, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon October 15, 1986

Federal-Aid Project No. F-4-2(15)

Lava Butte - Fremont Hwy. Jct. Section
The Dalles-California Highway
Deschutes and Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (M.P. 149.6 to M.P. 169.8)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Asphalt Concrete Bonus (Adj. #2A)	- - -	- - -	- - -	- - -	$ 51,871.73
					$ 51,871.73

Increase	$ 51,871.73
Subtotal from Estimate of February 18, 1986	3,355,028.11
Subtotal	$3,406,899.84
Engineering	340,071.16
Total	$3,746,971.00

Length of Roadway ---------------- 20.20 miles
Cost of Roadway ------------------ $185,577.13

RETAIN IN RESERVE

Field Laboratory	All Required	$ 1,500.00
	Engineering	187.00
	Total	$ 1,687.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$3,746,971.00	$3,302,954.00	$444,017.00
Reserve	010	1,687.00	1,487.00	200.00
SUBTOTAL		$3,748,658.00	$3,304,441.00	$444,217.00

NONPARTICIPATING WORK

State Responsibility for Damages		All Required		$ 1,000.00

Lava Butte - Fremont Hwy. Jct. Section
Fremont Highway
Deschutes and Klamath Counties
Nonparticipating State Work
State Responsibility

Mobilization	12%	All Required		$ 36,000.00
Temporary Protection and Direction of Traffic	35%	All Required		7,000.00
Temporary Signs	413	Sq. Ft.	5.00	2,065.00
Temporary Barricades	5	Each	50.00	250.00
Temporary Plastic Safety Markers	21	Each	50.00	1,050.00
Flagmen	610	Hour	10.00	6,100.00
Pilot Car	280	Hour	30.00	8,400.00
Class "E" Asphalt Concrete Mixture	12,000	Ton	12.00	144,000.00
Asphalt Cement in Mixture	720	Ton	180.00	129,600.00
Emulsified Asphalt in Seal Coat	130	Ton	180.00	23,400.00
Aggregate in Seal Coat	1,400	Ton	10.00	14,000.00
Asphalt in Tack Coat	210	Ton	180.00	37,800.00
Single Mailbox Supports	30	Each	100.00	3,000.00
				$ 412,665.00

ANTICIPATED ITEMS

Permanent Pavement Striping		All Required		$ 13,600.00
Field Laboratory		All Required		1,000.00
			Subtotal	$ 427,265.00
			Engineering	53,408.00
			Total	$ 480,673.00

Lava Butte - Fremont Hwy. Jct. Section
Park Road
Deschutes County
Nonparticipating State Work
State and County Responsibility

Mobilization	8%	All Required		$ 24,000.00
Temporary Protection and Direction of Traffic	12%	All Required		2,400.00
Temporary Signs	141	Sq. Ft.	5.00	705.00
Temporary Barricades	2	Each	50.00	100.00
Temporary Plastic Safety Markers	7	Each	50.00	350.00
Flagmen	210	Hour	10.00	2,100.00
Pilot Car	100	Hour	30.00	3,000.00
Watering	10	M-Gal.	10.00	100.00

Aggregate Shoulders	900	Ton	7.00	6,300.00
Class "C" Asphalt Concrete Mixture	9,000	Ton	11.00	99,000.00
Asphalt Cement in Mixture	540	Ton	180.00	97,200.00
Asphalt in Tack Coat	20	Ton	180.00	3,600.00
				$ 238,855.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 3,500.00
Field Laboratory	All Required	500.00
	Subtotal	$ 242,855.00
	Engineering	30,356.00
	Total	$ 273,211.00

Group 1 = 79%; Group 2N = 7%; Group 9 = 13%; Group 8 = 1%
Contract No. 9774
Prefix: 18-1556
Prefix: C09774
Appn Code: 010

RLC:me

9774

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 2-20-86	State Oregon
MONTHLY TRANSACTION NUMBER 2-176			County Deschutes
PROJECT REPORT NUMBER			Project Number F-4-2(15)
MODIFICATION NUMBER 3 4			

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 23, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,596,687	$ 3,696,787
Federal funds	$ 3,170,479	$ 3,258,717
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20TH day of FEB, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 18, 1986

FEDERAL AID PROJECT NO. F-4-2(15)

LAVA BUTTE -FREMONT HWY. JCT. SECTION
THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES AND KLAMATH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (M.P. 149.6 to M.P. 169.8)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Add Class C Mix (PA #15B)	$ 14.00	000	$	7,150	$ 100,100.00	
					$ 100,100.00	
					Increase	$ 100,100.00
					Subtotal from estimate of Jan. 7, 1986	3,254,928.11
					Subtotal	$3,355,028.11
					Engineering	340,071.89
					Total	$3,695,100.00

Length of Roadway	20.20 mi.
Cost of Roadway	$ 183,009.26

RETAIN IN RESERVE

Field Laboratory	All Required	$ 1,500.00
	Engineering	187.00
	Total	$ 1,687.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway		$ 3,695,100.00	$ 3,257,230.00	$ 437,870.00
Reserve		1,687.00	1,487.00	200.00
Subtotal		$ 3,696,787.00	$ 3,258,717.00	$ 438,070.00

NONPARTICIPATING WORK

State Responsibility for Damages	All Required	$ 1,000.00

LAVA BUTTE-FREMONT HWY. JCT. SECTION
FREMONT HIGHWAY
DESCHUTES and KLAMATH COUNTIES
NONPARTICIPATING STATE WORK
STATE RESPONSIBILITY

Mobilization	12%	All Required	$ 36,000.00
Temporary Protection and Direction of Traffic	35%	All Required	7,000.00
Temporary Signs	413 Sq. Ft.	5.00	2,065.00
Temporary Barricades	5 Each	50.00	250.00
Temporary Plastic Safety Markers	21 Each	50.00	1,050.00
Flagmen	610 Hour	10.00	6,100.00
Pilot Car	280 Hour	30.00	8,400.00
Class "E" Asphalt Concrete Mixture	12,000 Ton	12.00	144,000.00
Asphalt Cement in Mixture	720 Ton	180.00	129,600.00
Emulsified Asphalt in Seal Coat	130 Ton	180.00	23,400.00
Aggregate in Seal Coat	1,400 Ton	10.00	14,000.00
Asphalt in Tack Coat	210 Ton	180.00	37,800.00
Single Mailbox Supports	30 Each	100.00	3,000.00
			$ 412,665.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 13,600.00
Field Laboratory	All Required	1,000.00
	Subtotal	$ 427,265.00
	Engineering	53,408.00
	Total	$ 480,673.00

LAVA BUTTE-FREMONT HWY. JCT. SECTION
PARK ROAD
DESCHUTES COUNTY
NONPARTICIPATING-STATE WORK
STATE AND COUNTY RESPONSIBILITY

Mobilization	8%	All Required	$ 24,000.00
Temporary Protection and Direction of Traffic	12%	All Required	2,400.00
Temporary Signs	141 Sq. Ft.	5.00	705.00
Temporary Barricades	2 Each	50.00	100.00
Temporary Plastic Safety Markers	7 Each	50.00	350.00
Flagmen	210 Hour	10.00	2,100.00
Pilot Car	100 Hour	30.00	3,000.00
Watering	10 M-Gal.	10.00	100.00
Aggregate Shoulders	900 Ton	7.00	6,300.00

Class "C" Asphalt Concrete Mixture	9,000 Ton	11.00		99,000.00
Asphalt Cement in Mixture	540 Ton	180.00		97,200.00
Asphalt in Tack Coat	20 Ton	180.00		3,600.00
			$	238,855.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$	3,500.00
Field Laboratory	All Required		500.00
	Subtotal	$	242,855.00
	Engineering		30,356.00
	Total	$	273,211.00

Group 1: 79%; Group 2N 7%; Group 9: 13%; Group 8: 1%
Contract No. 9774
Prefix: 18-1556
Prefix: C09774
Appn Code: 010
RLC:bkb

7774

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 1-72
PROJECT REPORT NUMBER
MODIFICATION NUMBER 13

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-14 [illegible]

Form Approved: O M B No. 04-R2089
State Oregon
County Deschutes & Klamath
Project Number F-4-2(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 23, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,538,547.00	$ 3,596,687.00
Federal funds	$ 3,119,229.00	$ 3,170,479.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost and construction engineering cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of JAN, 19 86.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By G. A. Potter

Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Previous editions are obsolete

G. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 7, 1986

FEDERAL AID PROJECT NO. F-4-2(15)

Lava Butte - Fremont Hwy. Jct. Section
The Dalles-California Highway
Deschutes and Klamath Counties

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE IOOO
Roadway (M.P. 149.6 to M.P. 169.8)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Stripe Removal	$ 1.00	1,000	$ 1,000.00	9,125	$ 9,125.00
General Excavation Pa. 6, 7, and 8	2.00	7,075	14,150.00	10,604	21,208.00
Cold Plane Pavement Removal	3.00	7,900	23,700.00	13,166	39,498.00
Aggregate Shoulders, Pa. 6, Pa. 8	7.00	10,200	71,400.00	12,351	86,457.00
			$110,250.00		$157,288.00

Increase	$ 47,038.00
Subtotal from Estimate October 8, 1985	3,207,890.11
Subtotal	$3,254,928.11
Engineering	340,071.89
Total	$3,595,000.00

Length of Roadway ------------- 20.20 mi.
Cost of Roadway --------------- $177,970.30

RETAIN IN RESERVE

Field Laboratory	All Required	$ 1,500.00
	Engineering	187.00
	Total	$ 1,687.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,595,000.00	$3,168,992.00	$426,008.00
Reserve	1,687.00	1,487.00	200.00
Total	$3,596,687.00	$3,170,479.00	$426,208.00

Group 1: 79%; Group 2N: 7%; Group 8: 1%; Group 9: 13%
Contract No. 9774
Prefix: 18-1556
Prefix: C09774
Appn Code: 010

NONPARTICIPATING WORK

State responsibility for damages			All Required	$ 1,000.00

Lava Butte - Fremont Hwy. Jct. Section
Fremont Highway
Deschutes and Klamath Counties
Nonparticipating-State Work
State Responsibility

Mobilization	12%		All Required	$ 36,000.00
Temporary Protection and Direction of Traffic	35%		All Required	7,000.00
Temporary Signs	413	Sq. Ft.	5.00	2,065.00
Temporary Barricades	5	Each	50.00	250.00
Temporary Plastic Safety Markers	21	Each	50.00	1,050.00
Flagmen	610	Hour	10.00	6,100.00
Pilot Car	280	Hour	30.00	8,400.00
Class "E" Asphalt Concrete Mixture	12,000	Ton	12.00	144,000.00
Asphalt Cement in Mixture	720	Ton	180.00	129,600.00
Emulsified Asphalt in Seal Coat	130	Ton	180.00	23,400.00
Aggregate in Seal Coat	1,400	Ton	10.00	14,000.00
Asphalt in Tack Coat	210	Ton	180.00	37,800.00
Single Mailbox Supports	30	Each	100.00	3,000.00
				$412,665.00

ANTICIPATED ITEMS

Permanent Pavement Striping			All Reqruied	$ 13,600.00
Field Laboratory			All Required	1,000.00
			Subtotal	$427,265.00
			Engineering	53,408.00
			Total	$480,673.00

Lava Butte - Fremont Hwy. Jct. Section
Park Road
Deschutes County
Nonparticipating-State Work
State and County Responsibility

Mobilization	8%		All Required	$ 24,000.00
Temporary Protection and Direction of Traffic	12%		All Required	2,400.00
Temporary Signs	141	Sq. Ft.	5.00	705.00
Temporary Barricades	2	Each	50.00	100.00
Temporary Plastic Safety Markers	7	Each	50.00	350.00

Flagmen	210	Hour	10.00	2,100.00
Pilot Car	100	Hour	30.00	3,000.00
Watering	10	M-Gal.	10.00	100.00
Aggregate Shoulders	900	Ton	7.00	6,300.00
Class "C" Asphalt Concrete Mixture	9,000	Ton	11.00	99,000.00
Asphalt Cement in Mixture	540	Ton	180.00	97,200.00
Asphalt in Tack Coat	20	Ton	180.00	3,600.00
				$238,855.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 3,500.00
Field Laboratory	All Required	500.00
	Subtotal	$242,855.00
	Engineering	30,356.00
	Total	$273,211.00

RLC:me

9774

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-79	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER		State Oregon
MODIFICATION NUMBER 2		County Deschutes & Klamath
	10-15-85	Project Number F-4-2(15)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on 4-23, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,962,411	$ 3,538,547
Federal funds	$ 2,611,365	$ 3,119,229
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 8, 1985

FEDERAL AID PROJECT NO. F-4-2(15)

LAVA BUTTE-FREMONT HWY. JCT. SECTION
THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES AND KLAMATH COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (M.P. 149.6 TO M.P. 169.8)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 10.00	930	$ 9,300.00	5,000	$ 50,000.00
Asphalt Cement in Mixture (PA 7,8)	180.00	4,920	885,600.00	6,200	1,116,000.00
1"-0 Aggr. Base Incr. & Decr. (PA 6G-7H-80)	5.35	---	---	30,970	165,689.50
Rock Excavation (PA 8E)	4.80	---	---	13,670	65,616.00
Asphalt Excalation June (Adj. 1B)	---	---	---	---	22,491.81
Asphalt Concrete Bonus (Bl. #18 & 20)	---	---	---	---	51,137.80
			$894,900.00		$1,470,935.11

Increase	$ 576,035.11
Subtotal from estimate on April 17, 1984	2,631,755.00
Subtotal	$3,207,890.11
Engineering	328,969.89
Total	$3,536,860.00
Length of Roadway	20.20 mi.
Cost of Roadway	$ 175,092.08

RETAIN IN RESERVE

Field Laboratory	All Required	$ 1,500.00
	Engineering	187.00
	Total	$ 1,687.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 3,536,860.00	$ 3,117,742.00	$ 419,118.00
Reserve	1,687.00	1,487.00	200.00
Total	$ 3,538,547.00	$ 3,119,229.00	$ 419,318.00

Group 1: 79%; Group 2N: 7%; Group 8: 1%; Group 9: 13%
Contract No. 9774
Prefix: 18-1556
Prefix: C09774
Appn Code 010

NONPARTICIPATING WORK

State responsibility for damages	All Required	$ 1,000.00

LAVA BUTTE-FREMONT HWY. JCT. SECTION
FREMONT HIGHWAY
DESCHUTES AND KLAMATH COUNTIES
NONPARTICIPATING-STATE WORK
STATE RESPONSIBILITY

Mobilization	12%	All Required	$ 36,000.00
Temporary Protection and Direction of Traffic	35%	All Required	7,000.00
Temporary Signs	413 Sq. Ft.	5.00	2,065.00
Temporary Barricades	5 Each	50.00	250.00
Temporary Plastic Safety Markers	21 Each	50.00	1,050.00
Flagmen	610 Hour	10.00	6,100.00
Pilot Car	280 Hour	30.00	8,400.00
Class "E" Asphalt Concrete Mixture	12,000 Ton	12.00	144,000.00
Asphalt Cement in Mixture	720 Ton	180.00	129,600.00
Emulsified Asphalt in Seal Coat	130 Ton	180.00	23,400.00
Aggregate in Seal Coat	1,400 Ton	10.00	14,000.00
Asphalt in Tack Coat	210 Ton	180.00	37,800.00
Single Mailbox Supports	30 Each	100.00	3,000.00
			$ 412,665.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 13,600.00
Field Laboratory	All Required	1,000.00
	Subtotal	$ 427,265.00
	Engineering	53,408.00
	Total	$ 480,673.00

LAVA BUTTE-FREMONT HWY. JCT. SECTION
PARK ROAD
DESCHUTES COUNTY
NONPARTICIPATING-STATE WORK
STATE AND COUNTY RESPONSIBILTY

Mobilization	8%		All Required	$ 24,000.00
Temporary Protection and Direction of Traffic	12%		All Required	2,400.00
Temporary Signs	141	Sq. Ft.	5.00	705.00
Temporary Barricades	2	Each	50.00	100.00
Temporary Plastic Safety Markers	7	Each	50.00	350.00
Flagmen	210	Hour	10.00	2,100.00
Pilot Car	100	Hour	30.00	3,000.00
Watering	10	M-Gal.	10.00	100.00
Aggregate Shoulders	900	Ton	7.00	6,300.00
Class "C" Asphalt Concrete Mixture	9,000	Ton	11.00	99,000.00
Asphalt Cement in Mixture	540	Ton	180.00	97,200.00
Asphalt in Tack Coat	20	Ton	180.00	3,600.00
				$ 238,855.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 3,500.00
Field Laboratory	All Required	500.00
	Subtotal	$ 242,855.00
	Engineering	30,356.00
	Total	$ 273,211.00

RLC:bkb

.9774

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-259	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Deschutes
MODIFICATION NUMBER 1	1 [illegible] 84	Project Number F-4-2(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 23, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,962,411	$ 2,962,411
Federal funds	$ 2,962,411	$ 2,611,365
Other revisions	Appn Code 010	

(Note: Additional Federal Funds Collected - $63,955.50)

This modification is made for the following reasons:
"The project agreement executed 4-23-84, is modified to decrease federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

LAVA BUTTE - FREMONT
HWY JCT
DESCHUTES CO
9-1034

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

9774

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-238 + 234	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-23-84	State OREGON County DESCHUTES Project No. F-4-2(15)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97, Lava Butte-Fremont Hwy. Jct.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-29-84	20.2
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 2,962,411.00	FEDERAL FUNDS $ 2,611,365.00 *

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

* See Additional Provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

For—Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator APR 23 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100.0 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145. The additional Federal funds requested total $351,046.00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 88.15 percent."

AGREEMENT PROVISIONS

Project No
F-4-2(15)

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 17, 1984

FEDERAL AID PROJECT NO. F-4-2(15)

LAVA BUTTE-FREMONT HWY. JCT. SECTION
THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES AND KLAMATH COUNTIES

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (M.P. 149.60 to M.P. 169.80)

Mobilization	80%	All Required		$ 240,000.00
Temporary Protection and Direction of Traffic	53%	All Required		10,600.00
Temporary Signs	625	Sq. Ft.	5.00	3,125.00
Temporary Barricades	8	Each	50.00	400.00
Temporary Plastic Safety Markers	32	Each	50.00	1,600.00
Flagmen	930	Hour	10.00	9,300.00
Pilot Car	420	Hour	30.00	12,600.00
Temporary Striping	65,000	Lin. Ft.	0.25	16,250.00
Stripe Removal	1,000	Lin. Ft.	1.00	1,000.00
Removal of Structures and Obstructions		All Required		10,000.00
Cold Plane Pavement Removal	7,900	Sq. Yd.	3.00	23,700.00
General Excavation	7,075	Cu. Yd.	2.00	14,150.00
Finishing Roadbed and Slopes		All Required		10,000.00
Watering	290	M-Gal.	10.00	2,900.00
Aggregate Shoulders	10,200	Ton	7.00	71,400.00
Cement Treated Base Mixture	7,300	Ton	8.00	58,400.00
Portland Cement in CTB Mixture	405	Ton	70.00	28,350.00
Class "C" Asphalt Concrete Mixture	44,500	Ton	11.00	489,500.00
Class "E" Asphalt Concrete Mixture	18,500	Ton	12.00	222,000.00
Class "C" Asphalt Concrete Mixture in Leveling	17,000	Ton	12.00	204,000.00
Asphalt Cement in Mixture	4,920	Ton	180.00	885,600.00
Class "Plus 8" Asphalt Concrete Mixture	300	Ton	30.00	9,000.00
Class "E" with Fiber Asphalt Concrete Mixture	300	Ton	25.00	7,500.00
Class "E" with Arm-R-Shield Asphalt Concrete Mixture	300	Ton	30.00	9,000.00
Class "Plus 12" Asphalt Concrete Mixture	700	Ton	30.00	21,000.00
Class "C" with Fibers Asphalt Concrete Mixture	700	Ton	30.00	21,000.00
Class "C" with Arm-R-Shield Asphalt Concrete Mixture	700	Ton	20.00	14,000.00
Arm-R-Shield in Mixture	75	Ton	750.00	56,250.00

Emulsified Asphalt in Seal Coat	180	Ton	180.00	32,400.00
Aggregate in Seal Coat	2,000	Ton	10.00	20,000.00
Asphalt in Tack Coat	370	Ton	180.00	66,600.00
Guard Rail, Type 2A	2,375	Lin. Ft.	8.00	19,000.00
Guard Rail Anchors, Type 1	8	Each	300.00	2,400.00
Rail End Pieces, Type C	6	Each	80.00	480.00
Extra for Asphalt Approaches	94	Each	200.00	18,800.00
Delineators, Type 1	45	Each	10.00	450.00
				$2,612,755.00

ANTICIPATED ITEMS

Railroad Protective Cost	All Required	$ 2,200.00
Permanent Pavement Striping	All Required	16,000.00
On-the-Job Trainees (1-1,000 hr.)	All Required	800.00
		$ 19,000.00
	SUBTOTAL	$2,631,755.00
	Engineering	328,969.00
	TOTAL	$2,960,724.00

Length of Roadway ------------ 20.20 mi.
Cost of Roadway -------------- $146,570.49

RETAIN IN RESERVE

Field Laboratory	All Required	$ 1,500.00
	Engineering	187.00
	TOTAL	$ 1,687.00

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$1,960,724.00	$2,609,878.00	$350,846.00
Reserve	1,687.00	1,487.00	200.00
TOTAL	$2,962,411.00	$2,611,365.00	$351,046.00

Reimbursement 100% $2,962,411.00 Public Law 97-424, S 145

Group 1: 79%;Group 2N: 7%;Group 8: 1%; Group 9: 13%
Contract No. 9774
Prefix: 18-1556
Prefix: 9-1034

NONPARTICIPATING WORK

State Responsibility for Damages	All Required	$1,000.00

LAVA BUTTE-FREMONT HWY. JCT. SECTION
FREMONT HIGHWAY
DESCHUTES AND KLAMATH COUNTIES
NONPARTICIPATING-STATE WORK
STATE RESPONSIBILITY

Mobilization	12%	All Required		$ 36,000.00
Temporary Protection and Direction of Traffic	35%	All Required		7,000.00
Temporary Signs	413	Sq. Ft.	5.00	2,065.00
Temporary Barricades	5	Each	50.00	250.00
Temporary Plastic Safety Markers	21	Each	50.00	1,050.00
Flagmen	610	Hour	10.00	6,100.00
Pilot Car	280	Hour	30.00	8,400.00
Class "E" Asphalt Concrete Mixture	12,000	Ton	12.00	144,000.00
Asphalt Cement in Mixture	720	Ton	180.00	129,600.00
Emulsified Asphalt in Seal Coat	130	Ton	180.00	23,400.00
Aggregate in Seal Coat	1,400	Ton	10.00	14,000.00
Asphalt in Tack Coat	210	Ton	180.00	37,800.00
Single Mailbox Supports	30	Each	100.00	3,000.00
				$ 412,665.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 13,600.00
Field Laboratory	All Required	1,000.00
	SUBTOTAL	$ 427,265.00
	Engineering	53,408.00
	TOTAL	$ 480,673.00

LAVA BUTTE-FREMONT HWY. JCT. SECTION
PARK ROAD
DESCHUTES COUNTY
NONPARTICIPATING-STATE WORK
STATE AND COUNTY RESPONSIBILITY

Mobilization	8%	All Required		$ 24,000.00
Temporary Protection and Direction of Traffic	12%	All Required		2,400.00
Temporary Signs	141	Sq. Ft.	5.00	705.00
Temporary Barricades	2	Each	50.00	100.00
Temporary Plastic Safety Markers	7	Each	50.00	350.00
Flagmen	210	Hour	10.00	2,100.00
Pilot Car	100	Hour	30.00	3,000.00
Watering	10	M-Gal.	10.00	100.00
Aggregate Shoulders	900	Ton	7.00	6,300.00
Class "C" Asphalt Concrete Mixture	9,000	Ton	11.00	99,000.00
Asphalt Cement in Mixture	540	Ton	180.00	97,200.00
Asphalt in Tack Coat	20	Ton	180.00	3,600.00
				$ 238,855.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 3,500.00
Field Laboratory	All Required	500.00
	SUBTOTAL	$ 242,855.00
	Engineering	30,356.00
	TOTAL	$ 273,211.00

CL:pf

jc cc: OSHD (Rulien)

US Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 7	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT 11/19/87	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-4-2(15)
COMPLETION DATE (Actual) 5/6/86	ACCEPTANCE DATE BY CONRTACT AGENCY 7/7/87	TIME ELAPSED 101 %	CONTRACT TIME 375 Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LAVA BUTTE - FREMONT HIGHWAY SECTION
THE DALLES - CALIFORNIA HIGHWAY
Paving

A final inspection was made on this project on November 12, 1985 at which time some minor work remained to be done. This work has now been completed and acceptance of the contract work is recommended.

The test sections constructed as part of this project are marked and are easily recognized. The Research Section is monitoring the condition of each test section. At this point all test sections are in satisfactory condition.

A time extension was granted for 106 days. The contractor used 485 days. Liquidated damages have been charge for 4 days.

- TPL -

RECEIVED
STATE HWY ENGR
NOV 23 '87
REFER TO Fredrickson
FOR

Info	Immed	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

CF
11/24

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE Area Engineer	DATE 11/20/87	TITLE District Engineer	DATE 11/20/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

9774

July 23, 1987

CON 5 - #9774

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On July 9, 1987, we wrote to you concerning release of final payment on Contract No. 9774 awarded to R. L. Coats for paving on the Lava Butte-Fremont Highway Junction and The Dalles-California Highway-Old Shevlin Camp Road Sections of The Dalles-California and Fremont Highways in Deschutes and Klamath Counties.

Final payment on this contract is $72,858.95 and the total contract amount is $4,285,648.68 including $58,969.11 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9774

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

July 14, 1987
IN REPLY REFER TO

HPR.1-OR/430.2

copy
RE555
[illegible]
[illegible]

RECEIVED
STATE HWY ENGR
JUL 14'87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy Schwartz

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Progress Payment
Evaluation of Asphalt Additives:
Lava Butte Road

Enclosed is Mr. D. A. Bernard's letter approving a 70% progress payment for work performed under work order No. DTFH-71-84-4503-OR-07. The work order provides for evaluating and reporting on the performance of several asphalt additives.

We appreciate the fine work of your staff on this project.

Sincerely yours,

for Dale E. Wilken
Division Administrator

Enclosure:
Cy Mr. Bernard's Ltr (7/10/87)

cc:
OSHD (W. J. Quinn, Rsch) w/encl

U.S. Department
of Transportation

**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

JUL 10 1987

Reply to: HHO-41

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Division
State Highway Building, Room 140
Salem, Oregon 97310

Through: DEWilken
Mr. Dale E. Wilken
Division Administrator
Salem, Oregon

Dear Mr. Rulien:

Reference is made to your division's Invoice No. 145358, dated May 28. This invoice was submitted for payment under Work Order No. DTFH71-84-4503-OR-07. The Work Order allows $35,163 for evaluating and reporting on the performance of different asphalt additives.

We have approved $24,614 for payment in accordance with our normal operating procedures to pay up to 70 percent of the authorized amount after completion of the construction report. The remainder of the Work Order amount will be paid after receipt of the final report.

We appreciate your participation in this technology. If you have any questions, please call Mr. Tommy Beatty at 202-366-4667.

Sincerely yours,

James Davis
for Douglas A. Bernard
Chief, Demonstration
Projects Division

cc: RFHWA M. Eldon Green, Region 10, Portland, OR, HPP-010.6

9774

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9774

TO: Commission Services

DATE: July 7, 1987

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9774, On Site Work Substantially Completed May 6, 1986

All Work Completed May 31, 1986

Project Lava Butte-Fremont Hwy. Jct. and The Dalles-California Hwy.-Old Shevlin Camp Rd.

Highway The Dalles-California & Fremont

County Deschutes & Klamath

Type of Work Paving

Contractor R. L. Coats

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

7-9-87 - Surety letter written.

RECEIVED
JUL -8 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

RECEIVED
STATE HWY ENGR
MAY 29 '87
REFER TO Pat Schwartz
FOR
Info ☒ Inves ☐ N/D ☐ D/G ☐ Sign ☐ Act ☒ File ☐

May 29, 1987
IN REPLY REFER TO
HPR-OR/430.2

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Interim Report - Evaluation of
Asphalt Additives: Lava Butte Road

We have reviewed the subject Interim Report on this special experimental project. We find the report adequately documents the problem, the project selection and construction, the design and mix properties, and the initial performance.

We have the following comments and suggestions for your consideration:

A. The recommendations in this report are appropriate and we suggest that you consider making a recommendation which addresses conclusions Numbers 2 and 5. Since mix design and properties are not well documented and the Oregon design procedures correlate well with the suppliers' techniques, perhaps an appropriate recommendation can be made for a design procedure.

B. Conclusion No. 1) should indicate that the test site appears to be an excellent choice.

C. The Mix Properties section refers in several places to all samples meeting specific thresholds with an exception whose value is usually not specified. An example is on Page 68 in the Discussion of Results numbers 5), 6), and 7). While the values can be found in the Tables and Figures, it would be more meaningful in this discussion to point out the exceptional values. In the Page 68 examples we suggest noting the recorded values for Plus Ride mix.

D. The Unit Cost Evaluation discussion is incomplete or disjointed between Page 45 and Page 52.

E. The disclaimer should include the FHWA and we suggest you standardize all disclaimers. By including FHWA in this disclaimer it could serve as a model.

Subject to these comments, corrections, and suggestions, this Interim Report is approved for publication. Please provide 25 copies of the published report for our distribution to others interested in these asphalt additives.

Sincerely yours,

Caleb W. Frobig

for Dale E. Wilken
Division Administrator

cc:
OSHD (R. Blensly, Rsch) ✓
Region 10 (HPP-010.5)
Washington, D.C. (HHO-41, T. Beatty)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 10, 1987

[illegible] asphalt [illegible]

Boni Philip Martinez, P.E.
President
KAPEJO Inc.
115 Valley Road
Wilmington, Delaware 19804-1310

Subject: TRB Paper
Evaluation of Asphalt Additives:
Lava Butte Road- Fremont Highway Junction

Your January 21 letter to Jim Wilson questions the mixing procedures and unit costs for the BoniFibers test section.

I am enclosing copies of letters to your representative dated April 11 and April 30, 1985 requesting a review of the specifications. A copy of the specification is also enclosed. The necessity to dry mix the fibers was not brought to our attention. We encouraged a technical representative on the site while additives were being placed. Bonifiber was the only supplier with no on site representative.

We will continue to report the performance of this test section. The failure to dry mix the fibers will be noted in any report of this project.

We do not have any specific plans for additional test sites this summer. BoniFibers could be considered for a future test site if we could be assured of a technical representative on site and the cost to us was no greater than conventional asphaltic concrete.

Bids for Fiber Pave on the original contract varied from a low of $29.00/ton to a high of $42.00/ton. Bonifibers was not included in the original contract therefore a price was negotiated with the contractor. I can not explain how the contractor arrived at his installation costs. You might obtain this information from the contractor.

R C Blensly
R. C. Blensly
Research Engineer

NOTED
E. SCHWAR

RECEIVED
STATE HWY ENGR
MAR 10 '87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc: Jim Wilson
Gary Hicks
Dale Allen
Bob Davis, Albina Fuel

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
MATERIALS SECTION
SALEM, OREGON 97310

In Reply Refer to
File No. MAT

April 30, 1985

Nyla M. Ford/Heath, President
All Seasons Surfacing Corp.
2281 116th Ave., N.E., Suite 2
Bellevue, WA 98004-3015

Subject: Test Section on Highway 97

At our April 23, 1985 meeting in Bend, Oregon on this subject, it was decided that:

1. Each prospective supplier would submit to me by May 6, 1985 any suggested changes to the special provisions. The special provisions were previously submitted by letter dated April 11, 1985. I will revise as necessary by May 10, 1985.

2. The supplier would be responsible for developing the job mix formula. Because of the number of test sections, our lab would not be able to develop the designs in a timely fashion. The Project Manager will send aggregate samples to each supplier. Our aggregate gradation specs should be followed. The contractor expects to pave the test sections about the middle of June.

If there are any questions regarding mix designs, please contact Glenn Boyle, our mix design group leader or Jim Wilson at (503) 378-2621. If there are any questions on the special provisions, please contact Jim or me at the same phone number.

For suppliers of the cold mix sections, refer to Section 404 of the "green book" and the attached specials for the applicable cold mix spec.

Very truly yours,

JACK SULLIVAN, PE
Engineer of Materials

Attachments

cc: Dale Allen
Jerry Thackery
Jim Wilson
Glenn Boyle

Letters also to:

Hercules, Inc.
Kapejo, Inc.-Albina Fuel
Arizona Refining Co.
Chevron USA Inc.
Koch Asphalt Co.
Southwest Emulsion, Inc.
Rubberized Asphalt, Inc.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
MATERIALS SECTION
SALEM, OREGON 97310

In Reply Refer to
File No. MAT
SC 9774

RECEIVED
FEB 25 1987
RESEARCH SECTION

April 11, 1985

Nyla M. Ford/Heath
President
All Seasons Surfacing Corporation
2281 116th Ave., NE, Suite 2
Bellevue, WA 98004-3015

Attached is a copy of the proposed specifications for the test sections on the Lava Butte-Fremont Highway Jct. Section of Highway 97 south of Bend, Oregon.

Your company has expressed interest in participating in these sections. These test sections are scheduled to be constructed this summer if agreement can be made between the contractor and the Highway Division.

If you are still interested in participating, please contact myself or Jim Wilson in the Materials Section or Jerry Thackery, the Project Manager. If you have any comments or questions regarding these proposed specifications, please contact us.

There will be a tour of the site of the proposed test sections on April 23, 1985 beginning at 1 p.m. If you plan on attending, please meet at the Region 4 headquarters in Bend. Their office is located at 63055 N. Highway 97, Phone 388-6180.

Very truly yours,

JACK SULLIVAN, PE
Engineer of Materials

cc: W. E. Schwartz
R. Blensly
Jerry Thackery
R. L. Coats

Letters also to:

Hercules, Inc.
Kapejo, Inc. - Albina Fuel
Arizona Refining Co.
Chevron USA Inc.
Koch Asphalt Co.
Southwest Emulsion, Inc.
Rubberized Asphalt, Inc.

3. Class "C" with Polyester Fibers

Asphalt Concrete Pavement

General - This work shall consist of furnishing and placing Class "C" Asphalt Conrete Mixture with polyester fibers added in accordance with these special provisions and in conformance with lines, grades, thickness and details shown on the plans unless otherwise directed by the engineer. This work is to be done on Test Section No. 4.

Polyester Fibers - Polyester fibers shall be BoniFibers^{R} B as manufactured by Kapejo Inc., 115 Valley Road, Wilmington, Delaware 19804, phone (302)658-5494.

Mixture - This mixture shall conform to the requirements of Class "C" Asphalt Concrete Mixtures without polyester fibers as specified in the special provisions except as follows:

a. Add approximately 5 pounds of fiber per ton of mix in accordance with the manufacturer's recommendations.
b. Add approximately 0.2 to 0.3 percent asphalt cement to normal mix requirements as determined by the engineer.

4. ARM-R-SHIELD^{TM} ASPHALT CONCRETE PAVEMENT

Scope - This work shall consist of furnishing and placing Arm-R-Shield^{TM} material mixed with aggregates in conformance with Section 403 of these special provisions supplemented and/or modified as follows:

General

The Arm-R-Shield^{TM} material takes the place of the normal asphalt cement required for Class "C" asphalt concrete mixture in Test Section No. 4 for construction of wearing course on travel lanes.

For information on Arm-R-Shield^{TM} material contact the following:

Arizona Refining Company
Irwin H. Howton (Area Sales Representative)
5319 S.W. Westgate Drive, Suite 253
Portland, Oregon 97221
(503) 292-8151
or
Phoenix, Arizona
(602) 258-4843

9727

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
9774

DATE: June 12, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-4-2(15)

Contract 9774, Work Completed May 6, 1986

Project Lava Butte-Fremont Hwy. Jct. & The Dalles-California Hwy.-Old Shevlin Camp Road

Highway The Dalles-California & Fremont

County Deschutes and Klamath

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 16, 1986

CEIVED
HWY ENGR
JUL 11 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

G.K. Hossner
Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Dale Allen
B. M. Walton

L. W. RULIEN

RECEIVED
JUN 13 1986
OREGON DIVISION

734-2023 (2-86)

STATE COPY

jc : OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STAT HWY ENGR
JUN - 2 '86
REFER TO Fredrickson
FOR
Info Invs R/D

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ POST FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 6	COUNTY Deschutes	DIVISION Oregon Ag 6/4

IN COMPANY WITH
J. Thackery, Project Manager and S. Macnab, Region 4 Field Operations Engineer: OSHD

DATE OF INSPECTION May 16, 1986	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. F-4-2(15)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 101 %	WORK COMPLETED 100 %

LAVA BUTTE - FREMONT HIGHWAY SECTION
The Dalles - California Highway
Paving

W. E. SCHWARTZ

A final inspection was made on this project on Novemger 12, 1985 at which time some minor work remained to be done. This work has now been completed and acceptance of the contract work is recommended.

Some signing was installed at the new Cottonwood Interchange by State forces as part of the project. During this inspection it was noted that some remedial work, including drilling of the wood posts, needs to be accomplished before final acceptance of the project can be made.

The contractor requested a contract time extension of 150 calendar working days. The State has granted an additional 106 calendar workdays based on extra work and additional work which was performed by the contractor. However, the progress of work continues to be listed as unsatisfactory as four calendar workdays still remain after the granting of the time extension.

The test sections constructed as part of this project are marked and are easily recognized. The Research Section is monitoring the condition of each test section. At this point all test sections are in satisfactory condition.

A significant number of delineator paddles have worked loose from the post since they were installed. The contractor has reinstalled the paddles using washers with the pop rivets. The washers were not included in the Standard Drawing for this work and were not used in the original installation. It is recommended that washers be included in the installation requirements especially in snow zones and/or areas which have significant wind conditions. note

The new mailbox supports are not performing well. Normal winter snow removal activities have damaged the supports and corrective action has been necessary to repair the damage.

Form **FHWA-1446A**
(Rev. 2-84)

9774

FORM 734-1001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lava Butte-Fremont Highway Jct & The Dalles-Cal Hwy-Old Shevlin Camp RD

WEEK ENDING: May 10, 1986

SECTION PREFIX: 9-1034

HIGHWAY: The Dalles-Cal & Fremont

COUNTY: Deschutes & Klamath

NAME OF JOB: Lava Butte-Fremont Jct & The Dalles-Cal Hwy -Old Shevlin Cmp Rd

KIND OF WORK: Paving

CONTRACTOR: R. L. Coats

CONTRACT NUMBER: 9774

FEDERAL AID PROJECT NUMBER: F-4-2(15)

DATE OF CONTRACT: April 2, 1984

DATE WORK STARTED: April 2, 1984

ESTIMATED COMPLETION DATE: April 1986

AVERAGE FORCE ON PROJECT FOR THE WEEK.

MEN

SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED: 485

SPECIFIED CALENDAR DAYS: 412 T(REV.)

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 100

Revised PROJECT AUTHORIZATION: $ 4,366,421.88

EXCLUSIVE OF ENGINEERING: $ 3,986,421.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 3,971,030.00

ESTIMATED PERCENT: Under -0.4%

Revised ENGINEERING AUTHORIZATION: $ 380,000.00

ENGINEERING COST TO DATE: $ 378,000

PERCENT OF AUTHORIZATION: 99 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

DATE PROJECT WAS COMPLETED

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.			
					PA 6, 7, 8		

	GRADING	Sh. Agg.		OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					36.91
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,075 CY	11,000 Ton	31,545 T		104,000 Tons
TOTAL QUANTITIES CORRECTED TO DATE	24,000 CY		31,545 T		104,000 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	24,000 CY	10,000 TN	31,000 T		100,000 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Replaced Delineator Paddles for EWO #4.
TUESDAY	Replaced Delineator Paddles for EWO #4 COMPLETED
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Next week:

Status: ~~final will be submitted by the end of~~
This is the last weekly report submitted to Region as of this date due to the semifinal being submitted today.

Const: 3
Region: 1
File: 1

SIGNED Jerry Thackery LOCATION Bend
Jerry Thackery

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9774

April 18, 1986

R. L. Coats, General Contractor
63285 Skyline Ranch Road
Bend, OR 97701

CON 5
9774

Re: Time Extension Request
Lava Butte-Fremont Jct.
Contract No. 9774
FAP No. F-4-2(15)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 150 calendar work days of contract time due to the performance of extra and additional work.

A review of the project records indicates that the extra and additional work performed warrants 106 additional calendar workdays of contract time. A contract time adjustment of that amount is therefore granted.

The adjusted contract time of completion for this contract is 481 calendar workdays. There remains 4 calendar workdays of liquidated damages under this contract.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Jerry Thackery.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc:	C. O. Fredrickson	
	Dale Allen	w/att.
	Jerry Thackery	w/att.
	FHWA	w/att.
	Bruce Walton	

TE/268

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: March 11, 1986

FROM: Steve Macnab
Steve Macnab
Region 4 Operations Engineer

SUBJECT:
Time Extension Request
Lava Butte--Fremont Jct.
Contract #9774

RECEIVED
OM ...... SA ......
MAR 14 1986 FE ......
PQC .....
CONSTRUCTION SECTION QCS ....
ELO .... FILE ....

Attached is a request from R. L. Coats for an extension of time on the subject project. Also, attached is the Project Manager's analysis of this request.

In general, the time allowed under the contract far exceeded the time needed to build it. As a result very little work occurred during the first season (see bar chart attached to PM's analysis). In a sense, that was good since the surfacing design was changed under the contract in response to the poor performance of similar designs placed two years earlier. It also allowed us to modify the test sections and increase the number of treatments.

All of these changes were made with the cooperation of the contractor and he was justly compensated financially for those changes. The only remaining item is contract time.

Presently, he has been charged 110 days of liquidated damages. Following is a summary of the Region and Project Manager's recommendations for additional time:

	P.M.	Region
1. Lava River Caves Left Turn Lane	14 days	14 days
2. Test Sections	4 days	4 days
3. Surface Design Change	30 days	30 days
4. Aggregate Shoulders	0 days	14 days
5. Delineators	44 days	44 days
6. Revised Order List	0 days	0 days
	92 days	106 Days

The only change I have from Jerry Thackery's recommendation is on the Aggregate Shoulder work. Jerry assumed that this work should have been done concurrently with the delineators. In fact, it was done that way. However, it was an extra work item at the end of the contract and some time should be provided. The contractor was not obligated to do it concurrently with any other work.

The problems with late installation of the mail boxes were due to a failure on the contractor to request an order list in a timely manner. He also failed to install them in a timely manner. Granting 106 additional days will reduce the time under liquidated damages from 110 days to 4 days.

SHM:br

Enclosures

4-17-86

W. E. Schwartz -

I concur with Region (and basically the P.M.) and recommend a 106 C.W.D. time extension.

O. B. Jackmond

#9774

PUB 6

cc Pat Schwartz

Dale

Coats lauds crews

Bend firm wins award for best paving job

By John Iwasaki
Bulletin Staff Writer

The next time you drive between Lava Butte and LaPine, pay close attention to U.S. Highway 97.

Notice how nicely the pavement rolls ahead of you. Appreciate how smoothly it flows beneath your tires.

According to the Asphalt Pavement Association of Oregon, you're driving on the best rural highway paving job in the state for 1985.

The Salem-based association recently gave its annual award to Bob Coats of R.L. Coats Construction in Bend and to Regional Engineer Dale Allen and Project Manager Jerry Thackery of the state Highway Division's Bend office.

A panel of paving experts from the association and the Highway Division judged sections of roadway nominated by cities and counties throughout Oregon.

The judges tested the smoothness of the sections using a measuring device connected to a car, examined Highway Division laboratory reports on paving materials used and visually inspected the pavement.

When all the data were in and the votes were counted, the section of Highway 97 from Lava Butte to one mile south of LaPine was judged to be the best in terms of smoothness and quality of work.

"We just do a good job," said Coats when asked to tell the secrets of his trade.

"I think we've won this award seven of the last eight years," he added. "It's my crews — I give credit to my crews. They just do a good job."

Allen, who called Coats "one of the best pavement contractors in the state," offered more details.

Coats is successful because of the experience of his crew in preparing and laying down paving materials, Allen said.

"If they get a nice, uniform material, with the same consistency, it goes down nice," said Allen.

Coats' paving jobs are smooth because there are "not a lot of stops and starts," he added.

RECEIVED
STATE HWY ENGR
JAN 31 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CWG

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

AGENDA
NOV 18 1985
1 7 5 (1)

CON 5

DATE: November 7, 1985

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Lava Butte-Fremont Highway Junction ~~Section~~ & The Dalles-Calif. Hwy. [illegible] Section
The Dalles-Calif. & Fremont Highways, Deschutes
& Klamath Counties
Contract No. 9774

This combination federal aid and State funded grading and paving project is essentially complete and it is now apparent that the final cost will exceed the project authorization by $649,000 or 17.5 percent.

Because of the traffic speeds and volumes recorded on certain sections of the project, and based on analysis of accident history, it was deemed necessary to construct improvements which were not included in the project plans. Extension of a passing lane from Sun River Development's new exit to Lava River Caves road and provision of a left-turn refuge for Lava River Caves Road had been anticipated prior to award of the contract, but funding was inadvertently omitted from the project authorization. A left-turn refuge was also added at Paulina Lake Road Intersection because of an unacceptable accident history at that location. Addition of these items of work increased the project cost by more than $234,000.

State maintenance crews had repaired weak spots in the roadbed prior to the contract work. The paving material used was high in asphalt cutback content and had to be removed and replaced in order to prevent the cutback solvents from bleeding through the new pavement. In addition, an increased quantity of paving material was required in order to restore proper crown and superelevation to the existing roadway prior to overlayment. These two items of work added more than $90,000 to the project cost.

The quantity of liquid asphalt in the paving mix overran, adding more than $308,000 to the cost of the project. This was due to the increased amount of paving materials used in the added work, plus an increase in the asphalt content required in the mix design to obtain the necessary performance from the new pavement.

Additional funds were also required in the area of construction engineering in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and only a portion of the increase is eligible for federal participation. The federal aid portion of the original authorization is 79 percent.

I recommend that the authorization be increased by $649,000 to a new total of $4,366,421.88. This matter will be on the consent calendar for the November 18 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
D. D. Allen
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 4, 1985

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT:
Request for Increase in Project Authorization
Lava Butte-Fremont Highway Junction Section
The Dalles-Calif. & Fremont Highways, Deschutes
& Klamath Counties
Contract No. 9774

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

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There are sufficient funds available in the category of work and only a portion of the increase is eligible for federal participation. The federal aid portion of the original authorization is 79 percent.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $649,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. D. Allen
J. C. Thackery
B. M. Walton
D. L. Trout

977–

H. E. Schwartz

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97708

October 10, 1985

In Reply Refer to
File No.:

TO: INTERESTED PARTIES

Re: Revised Map
US 97 Test Section

We have now painted numbers on the highway shoulder to match the attached description of the 10 test sections.

There was some confusion on which test sections used lime treated aggregate. This information is also included in the attachment.

We have received our first snow and freezing temperature (7°) this week in Bend so the freeze/thaw tests have officially begun.

Please forward copies of this revised map to interested people in your organization or department.

Dale Allen
Dale D. Allen
Region Engineer

DDA:br

Attachments

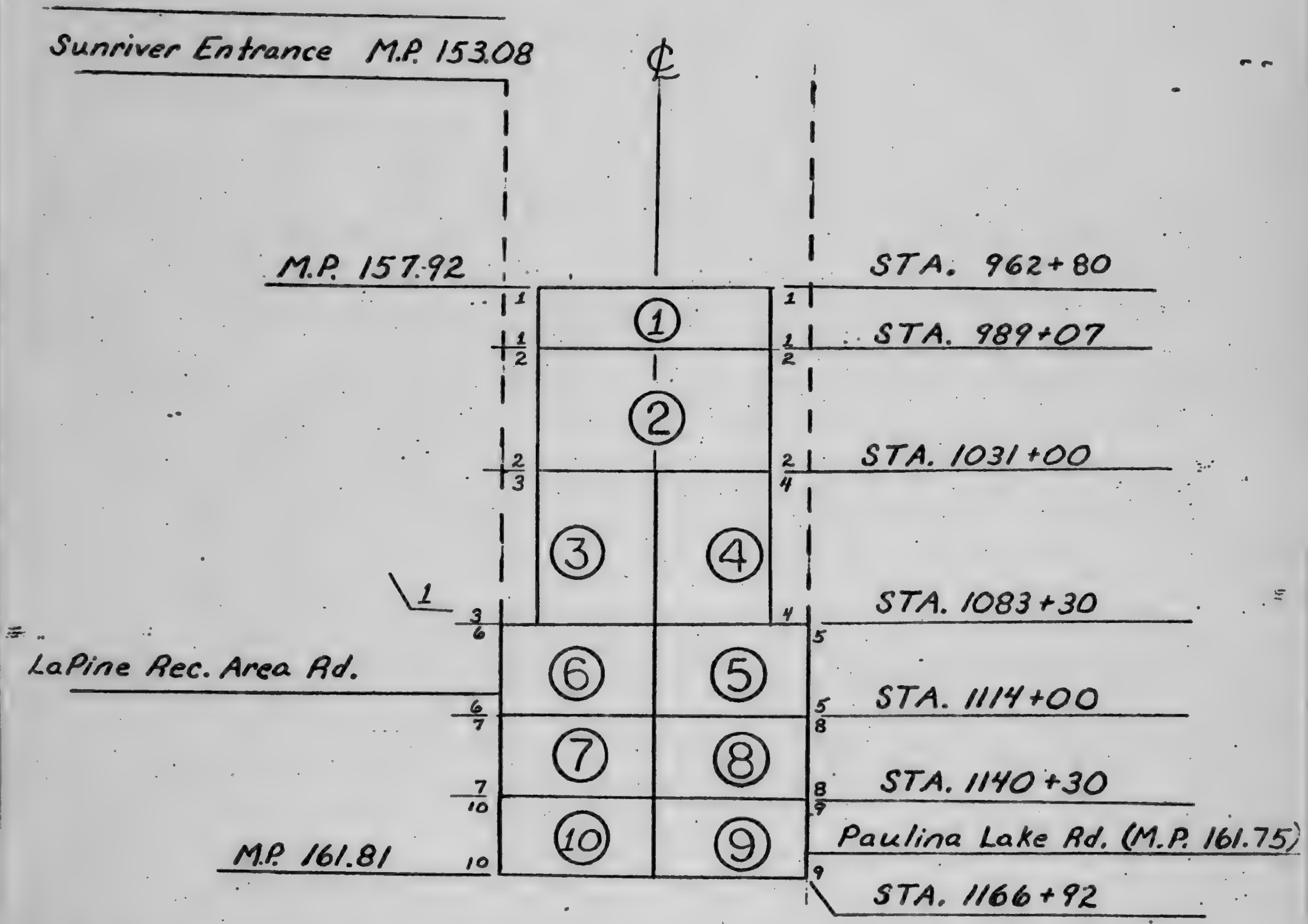
NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 11 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

LAVA BUTTE - FREMONT HWY. JCT.
THE DALLES/CALIFORNIA HWY.
DESCHUTES COUNTY

A.C. TEST SECTIONS
PLACED AUG. 5, 1985
CONTROL SECTION IS SECTION 8


Sunriver Entrance M.P. 153.08
℄
M.P. 157.92
STA. 962+80
STA. 989+07
STA. 1031+00
1
STA. 1083+30
LaPine Rec. Area Rd.
STA. 1114+00
STA. 1140+30
Paulina Lake Rd. (M.P. 161.75)
M.P. 161.81
STA. 1166+92
①
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1/ TEST SECTIONS NUMBERS ARE PAINTED ON PAVED SHOULDERS

Section 1--A.C. 20 Asphalt (8%); Plus Ride 12 (Coarse Rubber). Aggregate is not lime treated. Test section includes north and southbound travel lanes only.

Section 2--A.C. 20 Asphalt (8%); Arm R Shield. Aggregate is not lime treated. Test section includes north and southbound travel lanes only.

Section 3--A.C. 20 Asphalt (6½%); Fiber Pave. Aggregate is lime treated. Test section includes southbound travel lane only.

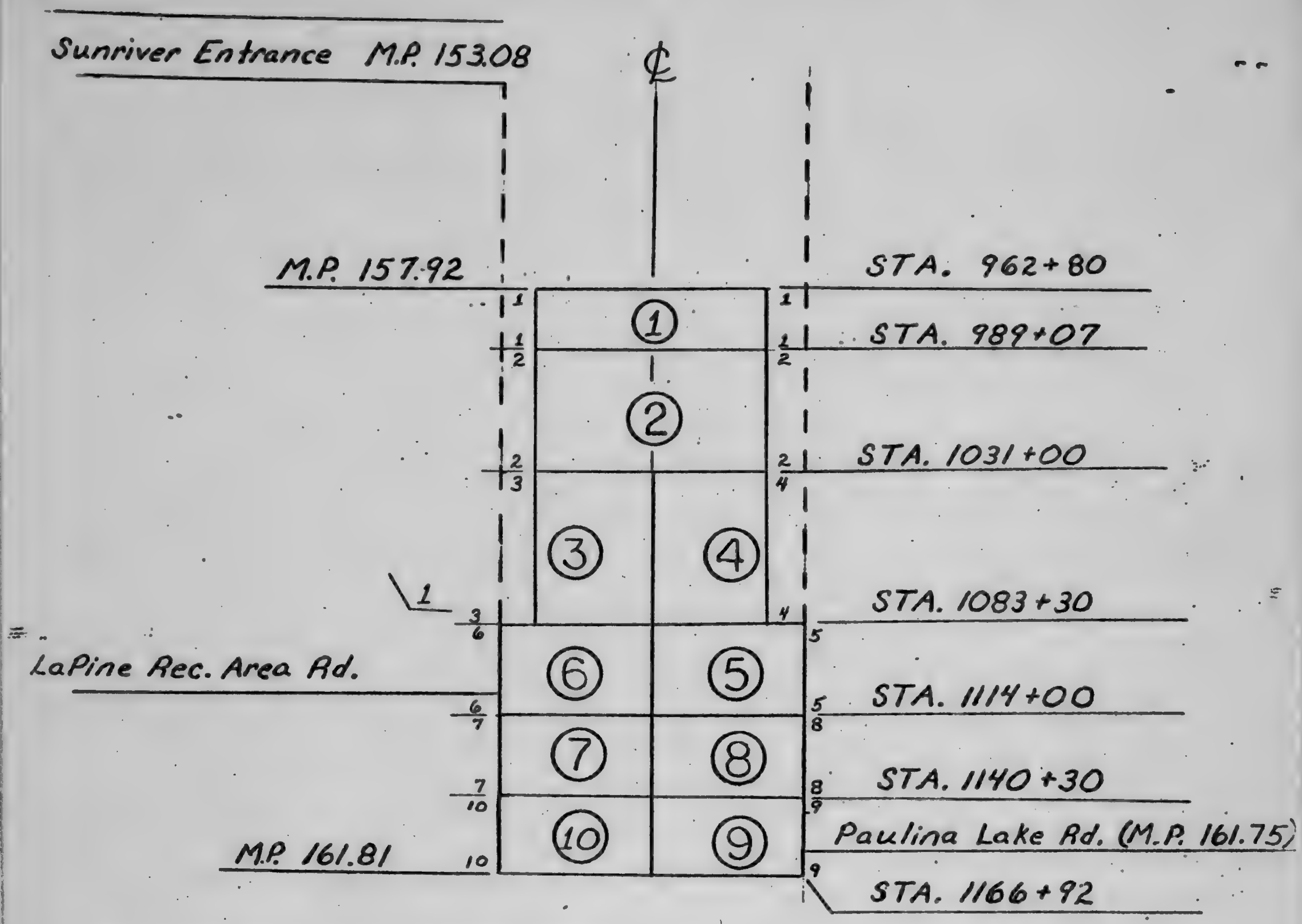
Section 4--A.C. 20 Asphalt (6½%); Boni Fibers. Aggregate is lime treated. Test section includes northbound travel lane only.

Section 5--A.C. 20 Asphalt (6½%); State Class "C" mix; includes Pave Bond. Aggregate is not lime treated. Test section includes northbound lane, full width.

Section 6--A.C. 20 Asphalt (6½%); State Class "C" mix, without Pave Bond. Aggregate is lime treated. Test section includes southbound lane, full width.

Section 7--A.C. 20 Asphalt (6½%); State Class "C" mix, without Pave Bond. Aggregate is not lime treated. Test

A.C. TEST SECTIONS
PLACED AUG. 5, 1985
CONTROL SECTION IS SECTION 8



Sunriver Entrance M.P. 153.08
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Section 7--A.C. 20 Asphalt (6½%); State Class "C" mix, without Pave Bond. Aggregate is not lime treated. Test section includes full width southbound lane.

Section 8--A.C. 20 Asphalt (6½%); State Class "C" mix, with Pave Bond. Aggregate is lime treated. Test section includes full width northbound lane.

Section 9--Polymer Modified Asphalt; CA(P)-1. Aggregate is lime treated. Test section is full width northbound lane.

Section 10--Polymer Modified Asphalt; CA(P)-1. Aggregate is not lime treated. Test section is full width southbound lane.

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: June 25, 1985

Dale D Allen

FROM: Dale D. Allen
Region Engineer

SUBJECT: US 97 Test Section
Lava Butte-Fremont Highway Junction

This office has now received the attached estimate of costs to perform the 14 test sections.

You will note on the cost comparison sheet that the original bids for laydown were $20-30 per ton. R. L. Coats has now provided estimates from $24-38 depending on the difference in mixing and laydown problems anticipated. A more significant change has been in the "liquid asphalt" which ranged from $186-750 and now all are in the $300-400 range except Arm-R-Shield who say they need $1350 per ton to offset mobilization and move-in costs for their special equipment.

We are also setting up a standby cost for R. L. Coats when we are switching materials. A preliminary estimate for this is $1288/hr. We estimate one to two hours to switch products.

The estimate was briefly reviewed by Pat Schwartz and discussed with your office and we are going under the assumption that we should proceed at these unit costs. FHWA has also been provided a copy and we are waiting for their tentative approval.

We anticipate the work to begin shortly after July 4 and have advised the contractor to proceed.

Do you approve?

NOTED
W. E. SCHWARTZ

DA:mr

encl

~~cc: W.~~ E. Schwartz, w/encl
Jack Sullivan "
Jim Wilson "
Jerry Thackery "

RECEIVED
STATE HWY ENGR
JUN 27 '85
REFER TO

81-125-1387

SUMMARY OF UNIT COST
Provided by R. L. Coats

		6/14/85 Unit Price	Liquid Asphalt	Original Bid Unit Price	Liquid Asphalt
1.	Plus 12	$36.00	$ 560.00	$30.00	$186.00
2.	Arm-R-Shield	38.00	1350.00	20.00 (c/c)	750.00
3.	CA(P)-1	30.00	414.00	30.00 (c/c with fibers)	189.00
4.	HFE 300 DN w/lime	30.00	470.00		
5.	AC 20R w/lime	30.00	415.00		
6.	EAC OSHD Std	26.00	267.00		
7.	Polymer Mod EAC	26.00	367.00		
8.	TM 3010 w/lime	24.00	280.00		
9.	Boni Fibers wo/lime	24.00	280.00		
10.	CA(P)-1	30.00	412.00		
11.	HFE 300 DN wo/lime	30.00	470.00		
12.	Polymer mod Asphalt	30.00	415.00		
13.	HFE 300 EAC	30.00	300.00		
14.	HFE 150 DN EAC	30.00	374.00		

DA:mr

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Provided by R. L. Coats

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12.	Polymer mod Asphalt	30.00	415.00		
13.	HFE 300 EAC	30.00	300.00		
14.	HFE 150 DN EAC	30.00	374.00		

DA:mr

650 Tons mi

Test Sections - Lava Butte Job *Prelim. Est.*

			1		2	3
			Unit		Unit Price	Total
1	Plus Ride ^{T}#12					
	Class C Asphalt mix w/Rubber		650.0	Tons	3600	2340000
	Granulators @ 3% by wt.					
	Liquid Asphalt A.C. 20 @ 325°	8%	52.0	Tons	56000	2912000
2	Arm-R-Shield					
	Class C Asphalt mix w/Rubber		650.0	Tons	3800	2470000
	blended in by supplier					
	Liquid Asphalt @ 425°	8%	52.0	Tons	135000	7020000
	Use Detergent Cleaners					
3	Polymer-Mod. Asphalt CA(P)-1					
	Chevron U.S.A., Inc.					
	Class C Asphalt mix (lime agg.)		650.0	Tons	3000	1950000
	Liquid Asphalt	7%	45.5	Tons	41400	1883700
4	Polymer-Mod. Asphalt HFE 300 D.N.					
	Koch Asphalt Co.					
	Class C Asphalt mix (lime agg.)		650.0	Tons	3000	1950000
	Liquid Asphalt	7%	45.5	Tons	47000	2138500
5	Polymer-Mod. Asphalt AC-20R					
	Rubberized Asphalt Inc.					
	Class C Asphalt mix (lime Agg.)		650.0	Tons	3000	1950000
	Liquid Asphalt	6.5%	42.2	Tons	41500	1751300
6	Open graded Emulsified Asphalt					
	Chevron U.S.A., Inc					
	O.S.H.D. Std. E.A.C.		650.0	Tons	2600	1690000
	Liquid Asphalt CMS-2	6.5%	42.2	Tons	26700	1126740

m. *Est.*

650 Tons mix 7% 8% 9% 10%
45.5 52.0 58.5 65.0

Page 1
6-14-85

2 it Price	3 Total	4	5	6	7	8	9	10
3600	2340000							
56000	2912000							
3800	2470000							
135000	7020000							
3000	1950000							
41400	1883700							
3000	1950000							
47000	2138500							
3000	1950000							
41500	1751300							
2600	1690000							
26700	1126740							

			1	2	3	4	5
			Unit	Unit Price	Total		
7	Polymer-Mod Emulsion						
	Chevron U.S.A., Inc						
	Emulsified Asphalt Mix		650.0 Tons	2600	1690000		
	Liquid Asphalt E.A.C. CMS-2(P)	6.5%	42.2Tons	36700	1548740		
8	Polypropylene Fibers TM 3010						
	Hercules Fiber Pave						
	Class C Asphalt mix (lime agg.)		650.0 Tons	2400	1560000		
	Liquid Asphalt	7%	45.5 Tons	28000	1274000		
9	PolyesterFiber Boni Fibers						
	Kapejo, Inc.						
	Class C Asphalt mix (w/o lime)		650.0 Tons	2400	1560000		
	Liquid Asphalt	7%	45.5 Tons	28000	1274000		
10	Polymer-Mod Asphalt CA(P)-1						
	Chevron U.S.A., Inc.						
	Class C Asphalt mix (w/o lime)		650.0 Tons	3000	1950000		
	Liquid Asphalt	7%	45.5 Tons	41200	1874600		
11	Polymer Mod Asphalt HFE 300 D.N.						
	Koch Asphalt Co.						
	Class C Asphalt mix (w/o lime)		650.0 Tons	3000	1950000		
	Liquid Asphalt	7%	45.5 Tons	47000	2138500		
12	Polymer Mod Asphalt						
	Rubberized Asphalt, Inc.						
	Class C Asphalt mix (w/o lime)		650.0 Tons	3000	1950000		
	Liquid Asphalt	6.5%	42.2 Tons	41500	1751300		

rice	Total
600	1690000
700	1548740
400	1560000
000	1274000
400	1560000
000	1274000
000	1950000
200	1874600
000	1950000
000	2138500
000	1950000
500	1751300

			1 Unit	2 Unit Price	3 Total	4	5
13	Polymer Mod Emulsion EAC-HFE-300						
	Pacific Emulsion Madras						
	Class C Asphalt Mix		650.0 Tons	30 00	19500 00		
	Liquid Asphalt (?)	7%	45.5 Tons	300 00	13650 00		
14	Polymer Mod Emulsions						
	EAC HFE-150 D.N.						
	Koch Asphalt Co.						
	Class C Asphalt Mix - Lime		650.0 Tons	30 00	19500 00		
	Liquid Asphalt	7%	45.5 Tons	374 00	17017 00		
	Total (for 1-14)					566700 00	

Page 3
6-14-85

2	3	4	5	6	7	8	9	10
t Price	Total							
30 00	19500 00							
300 00	13650 00							
30 00	19500 00							
374 00	17017 00							
		566700 00						

TEST SECTI AS BID

		Unit	Unit Price	Total	
022	Class Plus 8 Asphalt Conc. Mix	300 Ton	30 00	9000 00	
	Liquid A.C. 20	21 Ton	189 00	3969 00	
023	Class E with Fiber A.C. mix	300 Ton	25 00	7500 00	
	Liquid A.C. 20	21 Ton	189 00	3969 00	
024	Class E Arm-R-Shield Asphalt	300 Ton	30 00	9000 00	
025	Class Plus 12 Asphalt Conc. mix	700 Ton	30 00	21000 00	
026	Class C with Fiber A.C. Mix	700 Ton	30 00	21000 00	
	Liquid A.C. 20	49 Ton	189 00	9261 00	
027	Class C with Arm-R-Shield A.C. mix	700 Ton	20 00	14000 00	
028	Arm-R-Shield in Mixture	75 Ton	750 00	56250 00	
	Total			154949 00	154949 00
	Saving in other bid items				
From E mix					
029	Emulsified Asphalt in Seal Coat	186 Ton	180 00	33480 00	
	Save 60% 310x60%=186 Ton				
030	Aggregate in Seal Coat				
	Save 60% 3400x60%=2040	2040 Ton	10 00	20400 00	
	Total			53880 00	53880 00
3½ miles of Class "C" Mix 40' wide 1 3/4" deep					
		8011 Ton	25 00	200275 00	200275 00
	Total Savings				409104 00

6-14-85

2		3		4		5	6	7	8	9	10
Price		Total									
30	00	9000	00								
189	00	3969	00								
25	00	7500	00								
189	00	3969	00								
30	00	9000	00								
30	00	21000	00								
30	00	21000	00								
189	00	9261	00								
20	00	14000	00								
750	00	56250	00								
		154949	00	154949	00						
180	00	33480	00								
10	00	20400	00								
		53880	00	53880	00						
25	00	200275	00	200275	00						
				409104	00						

650 Tons. Mix 7% 8%
45.5 52.0

Test Sections Lava Butte Job

Boorum & Pease
22-6
C22-6

			Unit	Unit Price
①	Plus Ride T#12			
	Class C Asphalt mix with Rubber		650.0 Tons	36.00
	Granulators @ 3% by wt.			
	Liquid asphalt A.C. 20 @ 325°	8%	52.0 Tons	560.00
②	Arm-R-Sheild			
	Class C Asphalt mix with Rubber		650.0 Tons	38.00
	blended in by Supplyier			
	Liquid asphalt @ 425°	8%	52.0 Tons	1050.00
	Use Detergent cleaners			
③	Polymer - Mod. Asphalt CA(P)-1			
	Chereron U.S.A Inc.			
	Class C Asphalt mix (Lime Agg.)		650.0 Tons	30.00
	Liquid Asphalt	7%	45.5 Tons	414.00
④	Polymer - Mod. Asphalt HFE 300 D.N			
	Koch Asphalt Co.			
	Class C Asphalt mix (Lime Agg)		650.0 Tons	30.00
	Liquid Asphalt	7%	45.5 Tons	470.00
⑤	Polymer mod Asphalt AC-20R			
	Rubberized Asphalt Inc.			
	Class C Asphalt mix (Lime Agg)		650.0 Tons	30.00
	Liquid Asphalt	6.5%	42.2	415.00
⑥	Open graded Emulsified Asphalt			
	Cheveron U.S.A. Inc.			
	O.S.H.D. Std E.A.C		650.0	26.00
	Liquid Asphalt CMS-2	6.5%	42.2	267.00
⑦	Polymer Mod Emulsion			
	Cheveron U.S.A. Inc.			
	Emulsified Asphalt mix		650.0	26.00
	Liquid Asphalt E.A.C. CMS-2(P)	6.5%	42.2	367.00
	Total			

MADE IN U.S.A.

650 Tons. Mix 7% 8% 9% 10%

45.5 52.0 58.5 65.0

1.1

Butte Job 6-14-85

		Unit	Unit Price	Total
ith Rubber		650.0 Tons	36.00	23400.00 ✓
.				
@ 325°	8%	52.0 ✓ Tons	560.00	29120.00 ✓
h Rubber		650.0 Tons	38.00	24700.00 ✓
	8%	52.0 ✓ Tons	1350.00	70200.00 ✓
s				
CA(P)-1				
ime Agg.)		650.0 Tons	30.00	19500.00 ✓
	7%	45.5 ✓ Tons	414.00	18837.00 ✓
FE 300 D.N				
ime Agg.)		650.0 Tons	30.00	19500.00 ✓
	7%	45.5 Tons	470.00	21385.00 ✓
AC-20 R				
(Lime Agg)		650.0 Tons	30.00	19500.00 ✓
	6.5%	42.2 ✓	415.00	17513.00 ✓
Asphalt				
		650.0	26.00	16900.00 ✓
2	6.5%	42.2 ✓	267.00	11267.40 ✓
n				
ix		650.0	26.00	16900.00 ✓
CMS-2(P)	6.5%	42.2 ✓	367.00	15487.40 ✓
				324,209.00

Boorum & Pease
22-6
G22-6

			Unit		Unit Price
⑧	Polypropylene Fibers TM 3010				
	Hercules Fiber Pave.				
	Class C Asphalt mix (Lime Agg.)		650	Ton	24.00
	Liquid Asphalt	7.0%	45.5✓	Ton	280.00
⑨	Polyester Fiber Boni Fibers				
	Kapejo Inc.				
	Class C Asphalt mix (Lime Agg)		650	Ton	24.00
	Liquid Asphalt	7.0%	45.5✓	Ton	280.00
⑩	Polymer-Mod asphalt CA(P)-1				
	Cheveron U.S.A. Inc.				
	Class C Asphalt mix (w/o Lime)		650.0	Tons	30.00
	Liquid Asphalt	7.0%	45.5✓	Tons	412.00
⑪	Polymer Mod Asphalt HFE 300 D.N.				
	Koch Asphalt Co.				
	Class C Asphalt mix (w/o Lime)		650.0	Ton	30.00
	Liquid Asphalt	7.0%	45.5	Ton	470.00
⑫	Palymer Mod Asphalt				
	Rubberized asphalt Inc.				
	Class "C" Asphalt mix (w/o Lime)		650.0	Tons	30.00
	Liquid Asphalt	6.5%	42.2	Tons✓	415.00
⑬	Polymer Mod Emulsion EAC-HFE-300				
	Pacific Emulsion Madras				
	Cless "C" Asphalt mix		650	Tons	30.00
	Liquid Asphalt (?)	7.0%	45.5	Tons	300.00
⑭	Polymer-Mod Emulsions				
	EAC HFE-150 D.N.				
	Koch Asphalt Co.				
	Cless C Asphalt mix Lime		650.0	Tons	30.00
	Liquid Asphalt	7.0%	45.5	Tons	374.00
	Total				

MADE IN U.S.A.

P-2

6-14-85

	Unit		Unit Price	Total
rs TM 3010				
c.				
(Lime Agg.)		650 Ton	24.00	15600.00
	7.0%	45.5 Ton	280.00	12740.00
ni Fibers				
x (Lime Agg)		650 Ton	24.00	15600.00
	7.0%	45.5 Ton	280.00	12740.00
t CA(P)-1				
c.				
(w/o Lime)		650.0 Tons	30.00	19500.00
	7.0%	45.5 Tons	412.00	18746.00
ll HFE 300 D.N.				
(w/o Lime)		650.0 Ton	30.00	19500.00
	7.0%	45.5 Ton	470.00	21385.00
lt				
Inc.				
(w/o Lime)		650.0 Tons	30.00	19500.00
	6.5%	42.2 Tons	415.00	17513.00
ion EAC-HFE-300				
es				
		650 Tons	30.00	19500.00
(?)	7.0%	45.5 Tons	300.00	13650.00
ions				
N.				
Lime		650.0 Tons	30.00	19500.00
	7.0%	45.5 Tons	374.00	17017.00
				242491.00

Test Sections as Bid

Boorum & Pease
22-6
G22-6

			Units	Unit Price
	022	Class Plus 8 Asphalt Conc. mix	300 Ton	30.00
		Liquid A.C. 20	21 Ton	189
	023	Class "E" with Fiber asphalt Conc Mix	300 ton	25.00
		Liquid A.C. 20	21 Ton	189.00
	024	Class "E" Arm-R-Sheild asphalt	300 Ton	30.00
	025	Class Plus 12 Asphalt Conc. Mix	700 Ton	30.00
	026	Class C with Fiber Asphalt Conc. Mix	700 Ton	30.00
		Liquid AC 20	49 Ton	189.00
	027	Class C with arm-R.-Sheild Asphalt Conc. Mix	700 Ton	20.00
	028	Arm-R-Shield in Mixture	75 Ton	750.00
	Saving in other bid Items			
From "E" Mix	029	Emulsifield Asphalt in Seal Coat	186 Ton	180.00
	Save	60% 310 x 60% = 186 Ton ✓		
	030	Agg. in Seal Coat		
	Save	60% 3400 x 60% = 2040 ✓	2040 Ton	10.00
	3½ miles of Class "C" mix 40' wide 1¾" deep			
			8011.00 Tons	25.00
		Total Saving		

MADE IN U.S.A.

as Bid 6-14-85

	1	2	3	4	5	6
	Units	Unit Price	Total			
t Conc. mix	300 Ton	30 00	9000 00			
	21 Ton	189	3969 00			
asphalt Conc Mix	300 ton	25 00	7500 00			
	21 Ton	189 00	3969 00			
Sheild asphalt	300 Ton	30 00	9000 00			
lt Conc. Mix	700 ton	30 00	21000 00			
Asphalt Conc Mix	700 Ton	30 00	21000 00			
	49 Ton	189 00	9261 00			
-Sheild Asphalt	700 Ton	20 00	14000 00			
Mixture	75 Ton	750 00	56250 00			
			154949 00	154949 00		
s						
in Seal Coat	186 Ton	180 00	33480 00			
70 = 186 Ton						
= 2040	2040 Ton	10 00	20400 00			
			53880 00	53880 00		
ix 40' wide 1¾" deep						
	8011.00 Tons	25 00	200275 00	200275 00		
				$409104 00		

97-17

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

In Reply Refer to
File No. MAT

April 16, 1985

Copy to
Reg 4
Pavement Mgmt. Eng.

Mr. Irv Howton
Area Marketing Representative
5319 S.W. Westgate Drive
Portland, OR 97221

Dear Mr. Howton:

Because of numerous failures of open-graded hot mixes in Central Oregon, the Pavement Committee of the Highway Division decided to place a moratorium on such mixes in Regions 4 and 5. For this reason it was decided to modify the Lava Butte-Fremont Junction project by deleting all of the standard Class "E" hot mix sections and related test sections. It was decided to add test sections for polymer modified dense graded hot mixes. In addition, Region 4 wanted to test emulsified asphalt concrete (EAC) mixtures on a heavily traveled highway. Region 4 has had successes with EAC on low volume roads.

The Pavement Committee is meeting this week and I will discuss your comments at that meeting. It is not our intent to favor any one product or supplier.

I will be glad to set up a meeting with you and our Pavement Committee to discuss your open-graded mixes. If you have any questions, give me a call at 378-2621.

Sincerely,

Jack

JACK SULLIVAN, PE
Engineer of Materials

cc: W. E. Schwartz
D. O. Christensen
C. O. Fredrickson
Bob Blensly
Dale Allen
Bob Pool
Ted Litchfield
Ron Noble
Jim Wilson
Glenn Hossner

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 17 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Copy to: H.S. COULTER

ARIZONA REFINING COMPANY
P. O. BOX 1453
PHOENIX, ARIZONA 85001
(602) 258-4843

WATS OUTSIDE ARIZONA (800) 528-5306
INSIDE ARIZONA (800) 352-5331

April 12, 1985

NOTED
H. S. COULTER

Mr. Jack Sullivan, P.E.
Engineer of Materials
Materials Section
Engineering Laboratory Building
2950 State Street
Salem, OR 97310

RE: File No. MAT

Dear Mr. Sullivan,

I have received your letter dated April 11, 1985 regarding proposed specifications for the test sections on Highway 97 south of Bend, Oregon.

Arizona Refining Company is still interested in participating on the project, but I have reservations about the proposed specifications. As you know, our asphalt-rubber system was one of the three test systems specified in the original bid contract. Your proposed specifications cut Arizona Refining's participation in the project to one-third of the original contract amount, while allowing participation by five other firms and their respective systems. I am not against the additional test sections, but I feel it is very unfair to reduce our participation in the project, while another firm gets three test sections (four, if they supply the control section material), another firm receives three sections as well, and one other firm receives two--and these firms' systems were not included in the original contract.

The purpose of our participation in this project in the first place was to demonstrate the excellent adhesion, cohesion, thicker and more consistent film coating qualities of our asphalt-rubber binder both in dense and open-graded hot mixes, in cold and hot climates. I am requesting that your proposed specifications reinstate our original contract quantities; otherwise, a fair evaluation of our system cannot be made. I will be glad to meet with you to further discuss this matter.

Sincerely,

I. H. Howton

Irv Howton,
Area Marketing Representative
5319 S.W. Westgate Drive #253
Portland, OR 97221
(503) 292-8151

IHH/lr

RECEIVED
STATE HWY ENGR
APR 15 '85
REFER TO
Schwartz
FOR

[illegible]	[illegible]	[illegible]	D/R	Sign	Act	File
✓						

Cy
4/15

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
MATERIALS SECTION
SALEM, OREGON 97310

In Reply Refer to
File No.: MAT
SC 9774

April 11, 1985

Nyla M. Ford Heath
President
All Seasons Surfacing Corporation
2281 116th Ave., NE, Suite 2
Bellevue, WA 98004-3015

Attached is a copy of the proposed specifications for the test sections on the Lava Butte-Fremont Highway Jct. Section of Highway 97 south of Bend, Oregon.

Your company has expressed interest in participating in these sections. These test sections are scheduled to be constructed this summer if agreement can be made between the contractor and the Highway Division.

If you are still interested in participating, please contact myself or Jim Wilson in the Materials Section or Jerry Thackery, the Project Manager. If you have any comments or questions regarding these proposed specifications, please contact us.

There will be a tour of the site of the proposed test sections on April 23, 1985 beginning at 1 p.m. If you plan on attending, please meet at the Region 4 headquarters in Bend. Their office is located at 63055 N. Highway 97, Phone 388-6180.

Very truly yours,

Jack

JACK SULLIVAN, PE
Engineer of Materials

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 15 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc: W. E. Schwartz
R. Blensly
Jerry Thackery
R. L. Coats

Letters also to:

Hercules, Inc.
Kapejo, Inc. - Albina Fuel
Arizona Refining Co.
Chevron USA Inc.
Koch Asphalt Co.
Southwest Emulsion, Inc.
Rubberized Asphalt, Inc.

734-1839

Lava Butte - Fremont Hwy. Jct. and The Dalles-California Hwy. - Old Shevlin Camp Rd. Sec. Paving

Asphalt Concrete Pavement Test Sections

The asphalt concrete pavement test sections work shall consist of furnishing, placing and compacting ten "hot mix" and four "cold mix" asphalt pavement experimental materials.

The experimental mixtures are to be used in the wearing course of travel lanes at the locations and of the types as follows:

Test Section Number	Location	Thickness and Type of Experimental Mixture	
A. Hot Mixes			
1		1-3/4" of Plus Ride™ 12	✓
2		1-3/4" of Class "C" with polypropylene fibers	✓
3		1-3/4" of Class "C" with polyester fibers	
4		1-3/4" of Class "C" with Arm-R-Shield	✓
5		1-3/4" of Class "C" with Chevron polymer-modified asphalt, CA(P)-1 and lime-treated aggregates	
6		1-3/4" of Class "C" with Koch polymer-modified asphalt AC-20 DN and lime treated aggregates	
7		1-3/4" of Class "C" with Rubberized Asphalt Inc., AC-20R polymer-modified asphalt and lime treated aggregates	
8		Same as No. 5 without lime treated aggregates	
9		Same as No. 6 without lime treated aggregates	
10		Same as No. 7 without lime treated aggregates	

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MAR 20 1985
MATERIALS DIVISION
OFFICE

B. Cold Mix

11	2" of OSHD Standard emulsified asphalt concrete (EAC) ✓
12	2" of EAC with Chevron polymer-modified emulsion, CMS-2(P) ✓
13	2" of EAC with HFE-300, Southwest Emulsions Inc. polymer-modified emulsion ✓
14	2" of EAC with Koch polymer modified emulsion, HFE-150 DN

The State will do additional testing of materials and compaction to maintain control of test section material production, placement and compaction. The contractor shall cooperate fully with the State to construct test sections as specified for this project.

A. "Hot Mix" ACP Test Sections

These test sections shall be constructed in accordance with Section 403 of the special provisions supplemented and/or modified as follows:

In conjunction with furnishing, placing and compacting the materials in the test sections, delete all reference to "Bonus Pay Requirements and Bonus Pay Tolerances" in subsection 403.14 and 403.16. Delete contractor process control testing requirements in subsection 403.15.

Lime treated aggregates shall not be used except for Test Sections 5, 6 and 7.

1. Plus Ride™ Asphalt Concrete Pavement

Scope. - This work shall consist of furnishing and placing Plus Ride™, a rubber modified asphalt concrete which is a mixture of granulated rubber, asphalt cement and mineral aggregate, in accordance with these specifications and in reasonably close conformity with the lines, grades, thickness and details shown on the plans unless otherwise directed by the engineer. This work is to be done on Test Section No. 1. [illegible]

Lava Butte - Fremont Hwy. Jct. and The Dalles-California Hwy. - Old Shevlin Camp Rd. Sec.
Paving

General - Plus Ride^{TM} asphalt is a patented process licensed by:

All Seasons Surfacing Corporation
116th Ave. N.E., Suite 2
Bellevue, WA 98004
(206) 454-3830

The contractor is hereby advised that the following specifications are based on a patented process. Upon award of the contract, the contractor shall execute a License Agreement with the Licensor, which grants use of the process in return for payment of a royalty fee of $4.50 per ton of total mixture of finished pavment containing Plus Ride materials.

Composition of Mixture and Proportions of Materials - The representative samples to be furnished to the engineer shall conform to the requirements of subsection 403.13 that are applicable to new aggregates.

The job-mix formula shall include definite single values for:

1. The percentage of aggregate passing each specified sieve, based on the dry weight of the aggregate.
2. The percentage of bituminous material to be added, based on the total weight of the mixture.
3. The granulated rubber percentage shall be three percent (3%), based upon the weight of total mixture.

In addition to the aggregate sample furnished, the contractor shall furnish the engineer with five (5) gallons of the proposed asphalt cement and ten (10) pounds of granulated rubber meeting the requirements of this section.

All mix furnished for the project shall conform to the approved job-mix formula within the following ranges of tolerances:

Lava Butte - Fremont Hwy. Jct. and The Dalles-California Hwy. - Old Shevlin Camp Rd. Sec.

Paving

Sieve Size	Tolerance Percent Passing
5/8", 3/8" or 1/4"	± 6
No. 4	± 6
No. 10 or No. 30	± 4
No. 200	± 2
Asphalt Percent	± 0.4
Rubber Percent	± 0.15*

*Not determinable by extraction testing.

Granulated Rubber - The granulated rubber shall be ground only from whole passenger or truck tires. (Heavy equipment tires shall not be used). It shall be cubical or thread-shaped and individual rubber particles, irrespective of diameter, shall not be greater in length than 5/16 inch. The granulated rubber shall conform to the following specifications:

Sieve Size	Percentage Passing by Weight
1/4"	100
No. 4	76-100
No. 10	28-42
No. 20	16-24

Acceptance of the granulated rubber will be based upon written certification of compliance provided by the contractor and upon dry sieve analysis (OSHD TM 204) performed by the engineer on each delivery or 20 tons of granulated rubber whichever is the lesser amount. No granulated rubber shall be incorporated into the Plus Ride^{TM} asphalt mixture without approval of the engineer.

Aggregates

Aggregates shall conform with the requirements set forth in subsection 403.17 of these special provisions except for gradation which shall conform to the following:

Sieve Size	Plus Ride™ 12 (Percent Passing by Weight)
5/8	100
3/8"	60-80
1/4"	30-44
No. 10	20-32
No. 30	13-25
No. 200	8-12

The Plus Ride™ asphalt mixture shall be open graded to allow voids for the rubber granules. For the Plus Ride™ 12 mixture, this open grade is defined by restricting the maximum amount of aggregate passing the 1/4" sieve and retained on the No. 10 sieve to be 12%.

Mineral Filler

The required percentage of minus 200 mesh material needed to attain the minimum air voids specified will be established by the engineer by the mix design procedures. Mineral filler is usually required to met this minimum requirement and the contractor shall submit a representative sample (20 pounds) of the material proposed for mineral filler to the engineer for his approval and use in establishing the final job-mix formula.

Asphalt

The grade of paving asphalt shall be established by the engineer.

The asphalt content required shall be within the following ranges:

Plus Ride™ 12 (Percentage by Total Weight of Mixture)
7.5 - 9.0

The actual asphalt content within the specified range shall be determined by the engineer.

CONSTRUCTION

Bituminous Mixing Plants

Mixing plants shall conform to subsection 403.33 of these special provision supplemented and/or modified as follows:

(a) Requirements for Batch Plants:

The amount of granulated rubber shall be determined by weighing on springless dial scales or by a method which uniformly feeds the mixer within ± 0.15 percent of the required amount indicated by the job-mix formula.

Bags of granulated rubber may be used for proportioning provided the batch size is adjusted to use whole bags of rubber. No partial bags will be allowed.

(b) Requirements for Drum Mixing Plants:

Granulated rubber introduced into the mixer shall be drawn from storage bins by a continuous mechanical feeder which will uniformly feed the mixer within ± 0.15 percent of the required amount indicated by the job-mix formula.

The continuous feed system shall have a ready means of accurately calibrating the system.

Satisfactory means shall be provided to have a positive interlocking control between the flow of the granulated rubber and aggregates.

The plant shall be equipped with a heat shield or other means to prevent the open flame from coming in contact with the granulated rubber.

Mixing

The contractor shall prepare a work plan describing his planned procedures for mixing and placing the material. The plan shall include such details as the method of introducing rubber granules into the mixture, mixing times, temperatures and equipment. Mixing of the material will not be allowed to begin until the work plan has been approved in writing by the engineer.

The plant cold feed system shall be calibrated. Aggregate samples should be taken in a manner satisfactory to the engineer to verify that the mixture is within the combined aggregate gradation specifications. Two consecutive passing samples must be obtained before beginning job-mix production.

Standard mixing procedures shall apply except as follows:

For the batch plants, the aggregates and granulated rubber shall be combined and mixed thoroughly for 15 seconds minimum, prior to introducing the asphalt. The asphalt, aggregate and rubber granulate shall be mixed so as to achieve a uniform distribution of all materials and coating of the aggregate and granulated rubber by asphalt.

The completed mixture shall conform to the job-mix formula within the allowable gradation tolerances specified herein. If the aggregate gradation is within the tolerance limits, but out of the specification limits, on two (2) consecutive mixture samples, a plant and/or aggregate adjustment shall be made to bring the gradation within the specification limits.

The temperature at mixing shall be as follows:

Asphalt Cement	*°F	to	*°F
Aggregate	325°F	to	375°F

The temperature of the mix at discharge shall be between 325°F and 360°F for batch plants and 275°F to 325°F for drum mixer plants.

*Temperature dependent on grade of asphalt selected.

Hauling, Spreading and Finishing

The requirements specified in subsection 403.43 of these special provisions for hauling equipment shall be followed. When directed by the engineer, the mixture shall be covered with a tarpaulin to prevent rapid mixture cooling.

The mixture shall be placed at temperatures of not less than 300°F when produced in a batch plant and not less than 270°F when produced in a drum mixer plant as measured just behind the paving machine.

A tack coat of emulsified asphalt shall be applied as specified in Section 407 of these special provisions.

The mixture shall be laid upon an approved surface and spread and struck off to grade with self-propelled asphalt pavers conforming to the requirements of subsection 403.35. The mixture shall not be placed on any wet surface, or when the average ground temperature is less than 45°F, or when weather conditions prevent the proper handling or finishing of the mixture. Where hand placement or raking is required, it should be done immediately because the mixture becomes stiff and difficult to rake at lower temperatures.

Compaction

Asphalt rollers and compaction procedures shall conform to subsection 403.44 of these special provisions supplemented with the following:

> Breakdown compaction should begin immediately behind the paving machine. However, some delay may be required to prevent roller pickup. The roller drums must be kept well watered and a wetting agent may be necessary to decrease the occurrence of roller pickup.
>
> Breakdown compaction shall be accomplished using a 10-12 ton vibrating roller. An 8-10 ton tandem steel roller shall be used for finish rolling. A pneumatic tired roller may be used for intermediate compaction.
>
> Finish rolling of the mat shall continue until elastic movement under the roller is no longer observed.
>
> A minimum of 95% of relative maximum shall be required of the Plus Ride™ 12 mix.

2. Class "C" with Polypropylene Fibers

Asphalt Concrete Pavement

General - This work shall consist of furnishing and placing Class "C" Asphalt Concrete Mixture with polypropylene fibers (Fiber Pave™ 3010) added in acordance with these special provisions and in conformance with line, grades, thickness and details shown on the plans unless otherwise directed by the engineer. This work is to be done on Test Section No. 2.

For information on Fiber Pave™ 3010 contact Hercules Incorporated at one of the following locations:

Regional Offices

Southern Region

3169 Holcomb Bridge Road
Atlanta, GA 30071
(404)447-9120

Midwestern Region

1 Energy Center
300 E. Schuman Boulevard
Naperville, Illinois 60540
(312)580-4000

Northeastern Region
300 Delaware Avenue
Wilmington, Delaware 19899
(302)575-5700

Western Region
One Maritime Plaza
Golden Gateway Center
San Francisco, CA 94111
(415)930-3500

Materials

The Class "C" Asphalt Concrete Mixture with polypropylene fibers shall conform to the requirements of Class "C" Asphalt Concrete Mixtures without polypropylene fibers as specified in these special provisions except as follows:

Mixtures with fiber - To the normal mixes add 6 pounds of fiber per ton of mix (0.3% by weight). Add approximately 0.2 to 0.3 per cent additional asphalt cement to normal mix requirements.

Temperatures - Temperature of mixes with polypropylene fibers added shall not exceed 290°F. The fibers shall be added and mixed to the aggregates prior to addition of asphalt cement to mix.

3. Class "C" with Polyester Fibers

Asphalt Concrete Pavement

General - This work shall consist of furnishing and placing Class "C" Asphalt Conrete Mixture with polyester fibers added in accordance with these special provisions and in conformance with lines, grades, thickness and details shown on the plans unless otherwise directed by the engineer. This work is to be done on Test Section No. 3 .

Polyester Fibers - Polyester fibers shall be BoniFibers^R B as manufactured by Kapejo Inc., 115 Valley Road, Wilmington, Delaware 19804, phone (302)658-5494.

Mixture - This mixture shall conform to the requirements of Class "C" Asphalt Concrete Mixtures without polyester fibers as specified in the special provisions except as follows:

a. Add approximately 5 pounds of fiber per ton of mix in accordance with the manufacturer's recommendations.
b. Add approximately 0.2 to 0.3 percent asphalt cement to normal mix requirements as determined by the engineer.

4. ARM-R-SHIELD^{TM} ASPHALT CONCRETE PAVEMENT

Scope - This work shall consist of furnishing and placing Arm-R-Shield^{TM} material mixed with aggregates in conformance with Section 403 of these special provisions supplemented and/or modified as follows:

General

The Arm-R-Shield^{TM} material takes the place of the normal asphalt cement required for Class "C" asphalt concrete mixture in Test Section No. 4 for construction of wearing course on travel lanes.

For information on Arm-R-Shield^{TM} material contact the following:

Arizona Refining Company
Irwin H. Howton (Area Sales Representative)
5319 S.W. Westgate Drive, Suite 253
Portland, Oregon 97221
(503) 292-8151
or
Phoenix, Arizona
(602) 258-4843

Materials

The Class "C" with Arm-R-Shield^{TM} mixture shall conform to the requirements of Class "C" mixture as specified in these special provisions except as follows:

Asphalt Cement - The asphalt cement including Arm-R-Shield material shall be within the following range :

Class "C"

4.8 - 9.6*

*Percent of total mix (by weight).

Modified Asphalt Cement

The asphalt cement shall be a mixture of asphalt and rubber extender oil combined to form a material that is chemically compatible with the rubber.

Rubber

a. Composition - The rubber shall be a dry, free flowing blend of powdered reclaimed scrap tire rubber and ground vulcanized rubber. The exact proportions will be determined by the Arizona Refining Company laboratory to maximize the end properties of the product with the rubber available in the area.

b. Purity - The rubber shall contain no more than a trace of fabric, and shall be free of wire and other contaminant materials except that up to 4 percent of a dusting agent such as calcium carbonate or talc may be included to prevent the rubber particles from sticking together.

c. Size - The rubber shall contain no particles larger than #10 mesh or exceeding 0.250 inch in length.

d. Natural Rubber - The blended rubber compound will contain by weight a minimum of 25 percent natural rubber (ASTM D 297).

e. Type - The ground rubber types shall consist of one or a blend of the types indicated below. The ground rubber types shall meet the following gradations:

	Percent Passing		
Sieve Size	Type I	Type II	Type III
No. 8	100	100	100
No. 10	100	100	100
No. 16	95-100	95-100	85-100
No. 30	25-50	25-45	25-50
No. 50	5-15	0-10	10-45
No. 100	0-10	0-10	0-10
No. 200	0-5	0-10	0-5

Extender Oil

Extender oil shall be a resinous, high flash point aromatic hydrocarbon meeting the following requirements:

Viscosity, SUS @ 100°F	(ASTM D-88)	2500 min.
Flash Point, COC, °F	(ASTM D-92)	390 min.
Molecular Analysis	(ASTM D-2007)	
Asphaltenes, % by weight		0.1 max.
Aromatics, % by weight		55.0 min.

Lava Butte - Fremont Hwy. Jct. and The Dalles-California Hwy. - Old Shevlin Camp Rd. Sec.
Paving

Asphalt-Rubber Blend

The rubber and modified asphalt shall be combined in a ratio of 20 ± 2% rubber to 80 ± 2% asphalt by weight and reacted for a sufficient time at 400 ± 25 F° to produce a product with the following properties:

Viscosity at 400°F	1000 cps max.
Softening Point (R & B)	120°F min.
Flex Temperature (90°F Bend Test)	20°F max.

In the event a delay occurs when the product is ready to be applied, the heat shall be turned off until the job resumes.

Mixing - Mixtures containing Arm-R-Shield™ material may require aggregates to be heated to temperatures 25° to 50°F higher than normal mix requirements. The binder will also be at a higher temperature than regular asphalt (375°F-400°F), and Arizona Refining Company will supply the material at this temperature, but the contractor shall be required to maintain the required temperature after the materials have reached the project.

The only special requirements at the mix plant will be the following:

(1) A place to set the supplier's mixing tank within reasonable piping distance to the plant.

(2) A connection to the plant pump so that the plant can draw from the supplier's tank rather than its own storage.

(3) A return line to go back into the top of the supplier's rather than the plant's storage tank.

Hauling, Spreading, Finishing and Temperatures Control - Arm-R-Shield™ mixtures are layed as regular mixes except that rolling behind the lay down machine will have to be monitored and adjusted due to higher laydown temperatures of mixture.

Minimum temperature of the mixture when discharged at the plant shall be 340°F.

5,6,7. Class "C" with Polymer Modified Asphalt and Lime Treated Aggregates

Asphalt Concrete Pavement

General - This work shall consist of furnishing and placing Class "C" Asphalt Concrete Mixtures using a polymer-modified asphalt, and lime treated aggregates using the following procedure:

Lime slurry added to aggregate - The lime shall be added to the aggregate in the form of a slurry. The lime slurry shall contain a minimum of 70 percent water by weight. The slurry and aggregate shall be thoroughly mixed in a pugmill or other approved mechanical mixer after crushing and shall then be stockpiled in one or more stockpiles. ~~The mixed material shall then be stockpiled in one or more stockpiles.~~ The mixed material shall remain in the stockpile(s) for a minimum of 1 day before being processed to produce the specified asphalt concrete mixture(s) unless otherwise approved by the engineer.

Asphalt - Asphalt for each test section shall be as follows:

a) Test Section 5 - Polymer-modified asphalt CA(P)-1 as supplied by Chevron USA Inc., 5501 Northwest Front Avenue, P. O. Box 4424, Portland, Oregon 97208, telephone (503)221-7800.

b) Test Section 6 - Polymer-modified asphalt, AC-20DN as supplied by Koch Asphalt Company,N 4327 Thor, P. O. Box 6226, Spokane, Washington 99207, telephone (509)487-4560.

c) Test Section 7 - Polymer-modified asphalt, AC-20R as supplied by Rubberized Asphalt Inc., P. O. Box 16219, Denver, Colorado 80216 (303)289-22[illegible] ← ?

8,9,10. Class "C" with Polymer-Modified Asphalt without Lime Treated Aggregates

Asphalt Concrete Pavement

General This work shall consist of furnishing and placing Class "C" Asphalt Concrete Mixtures using a polymer-modified asphalt without lime treated aggregates.

Asphalt - Asphalt for each test section shall be as follows:

a) Test Section 8 - Chevron USA Inc., Polymer-modified asphalt CA(P)-1.

b) Test Section 9 - Koch Asphalt Company, Polymer-modified asphalt AC-20DN.

c) Test Section 10- Rubberized Asphalt Inc., Polymer-modified asphalt, AC-20R.

B. "Cold Mix" (EAC) Test Sections

These test sections shall be constructed in accordance with Section 404-Open Graded Emulsified Asphalt Concrete (EAC) Pavement supplemented and/or modified as follows:

11. OSHD Standard EAC

No additions or deletions to Section 404.

12. EAC with Chevron Polymer-Modified Emulsion

404.11 Asphalt - The bituminous material used in the emulsified asphalt mix shall be CMS-2(P) __ as supplied by Chevron USA Inc., 5501 Northwest Front Avenue, Box 4424, Portland, Oregon 97208, telephone (503)221-7800. ?

13. EAC with Southwest Emulsions, Inc., Polymer-Modified Emulsion

404.11 Asphalt - The biuminous material used in the emulsified asphalt mix shall be HFE-300 as supplied by Southwest Emulsions, Inc., 4949 Edith Street, N.E., P. O. Box 26743, Albuquerque, New Mexico 87125, telephone (505)344-3526.

14. EAC with Koch Polymer-Modified Emulsion

404.11 Asphalt - The bituminuous material used in the emulsified asphalt mix shall be HFE-150DN as supplied by Koch Asphalt Company,N 4327 Thor, P. O. Box 6226,Spokane, Washington 99207, telephone (509)487-4560.

Measurement

(a) The quantity of each class of test asphalt concrete mixture used in the accepted work as specified will be measured for payment by the ton in conformance with subsection 401.33(a-10). The tonnage shall be the weight used in the accepted work and no deduction will be made for the weight of the asphalt cement, for polypropylene or polyester fibers, lime, ground rubber or for any other additives used in the mixture as required by the specifications or ordered by the engineer.

(b) The quantity of each kind of bituminous cement, lime and Arm-R-Shield™ material used in the accepted work as specified will be measured for payment by the ton in accordance with Section 109.

Payment - The unit pay quantities, determined as above provided, will be paid for at the applicable contract unit price per ton for the following items:

Item Reference	Pay Item	Unit of Measurement
(a)	Class "Plus Ride"™ Asphalt Concrete Mixture	Ton
(b)	Class "C" with Polypropylene Fiber Asphalt Concrete Mixture	Ton
(c)	Class "C" with Polyester Fiber Asphalt Concrete Mixture	Ton
(d)	Class "C" with Arm-R-Shield™ Asphalt Concrete Mixture	Ton
(e)	Class "C" Chevron-PM Asphalt Concrete Mixture with Lime	Ton
(f)	Class "C" Koch-PM Asphalt Concrete Mixture with Lime	Ton
(g)	Class "C" Rubberized Asphalt, Inc.-PM Asphalt Concrete Mixture with Lime	Ton
(h)	Class "C" Chevron-PM Asphalt Concrete Mixture	Ton
(i)	Class "C" Koch-PM Asphalt Concrete Mixture	Ton
(j)	Class "C" Rubberized Asphalt, Inc.-PM Asphalt Asphalt Concrete Mixture	Ton
(k)	Arm-R-Shield™ in Mixture	Ton
(l)	Asphalt Cement in Mixture	Ton
(m)	Emulsified Asphalt Concrete Mixture	Ton
(n)	Chevron-PM Emulsified Asphalt Concrete Mixture	Ton
(o)	Southwest Emulsions, Inc.-PM Emuslified Asphalt Concrete Mixture	Ton
(p)	Koch-PM Emulsified Asphalt Concrete Mixture	Ton
(q)	Emulsified Asphalt in Mixture	Ton
(r)	Hydrated Lime in Mixture	Ton

Payment for items (a), (b), (c), (d), (e), (f), (g), (h), (i), (j), (m), (n), (o) and (p) above when made at the contract unit price per ton shall be understood to be full compensation for furnishing and placing the test asphalt concrete mixtures, including all labor, polypropylene or polyester fibers, ground rubber, extender oil, and other materials, tools and incidentals necessary to complete the test asphalt concrete pavement construction as specified herein except for the Arm-R-Shield™, lime and asphalt cement or emulsified asphalt used in the mixtures.

Payment for item (k) above when made at the contract unit price per ton shall be full compensation for furnishing and incorporating the Arm-R-Shield™ into the asphalt concrete mixture as specified herein.

Payment for the asphalt cement used in items (a), (b), (c), (e), (f), (g), (h), (i) and (j) above will be made at the contract unit price for the item "Asphalt Cement in Mixture."

Payment for the emulsified asphalt used in items (m), (n), (o) and (p) above will be made at the contract unit price for the item "Emulsified Asphalt in Mixture".

Payment for hydrated lime added to aggregates in slurry form in asphalt concrete mixtures where specified will be made under pay item (r) above.

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9774

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(15)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40117

2A. COUNTY NAME Deschutes

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/27/84

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:
Lava Butte - Fremont Highway Junction

11. GENERAL DESCRIPTION OF WORK
remove patching on existing pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 7/27/84 as requested in Mr. Fredrickson's letter of 11/2/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $9,000; Federal Funds $7,933.

RECEIVED
STATE HWY ENGR
NOV 27 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
11/27

14. DATE 11/26/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

977-

1

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Sullivan
Engineer of Materials

DATE: November 20, 1984

FROM: Dale D. Allen
Region Engineer

SUBJECT: Lava Butte--Fremont Highway Junction Test Sections

I have your letter requesting that Bonafibers B be included in our test sections. I have also received a verbal request from Dr. Hicks (which will be followed up by a letter) requesting that a product similar to Styrelf be included in the test sections, as well as a request from Carstab Corporation requesting that Carstab BA-2000 be tested.

Also I believe the project was set up before the use of lime was required. It is therefore my recommendation that test sections be set up with and without lime to compare the results.

With all the above changes plus the additional knowledge that FHWA has on additives, I would suggest that you arrange to meet with the appropriate parties and re-evaluate what tests we want to conduct.

DDA:br

DD: Pat Schwartz
Jim Wilson
C.O. Fredrickson

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
NOV 21 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

9774

4N

FILE: SC 9774
MAT

STATE OF OREGON **INTEROFFICE MEMO**

TO: Dale Allen
Region Engineer

DATE: November 14, 1984

FROM: Jack Sullivan, PE Jack
Engineer of Materials

SUBJECT: Lava Butte-Fremont Hwy. Jct. & The Dalles-California Hwy.-Old Shevlin Camp Rd.

This project has several test sections incorporating rubber and fibers. Two sections will be using polypropylene fibers (Fiber Pave) as an additive. The special provisions state that the temperature of the mix should not exceed 290°F. Polypropylene may melt at temperatures above 290°F.

I propose that another dense graded test section be incorporated into this project using Bonifibers B which is a polyester fiber. Polyester has a much higher melt temperature (480°F) and would not require the mix temperature restriction. The lower mix temperature for the polyester material could result in low laydown temperature making compaction more difficult to obtain on the dense graded test section.

Polyester fibers have been used successfully in many bridge deck membrane systems in Oregon. The 1984 standard specifications (Section 516) describes this system (System C). Polyester fibers have been used by other states in overlays. For an overlay, six pounds of polyester fiber per ton of mix would be appropriate as specified for the polypropylene fiber.

I believe it would be beneficial to the Highway Division to compare polyester fibers with polypropylene fibers.

Enclosed is a brochure on Bonifibers B.

cc:	W. E. Schwartz	w/o enclosure
	C. O. Fredrickson	"
	Gordon Beecroft	"
	Jim Wilson	"
	Glenn Boyle	"
	Glenn Hossner	"
	Steve Macnab	"
	✓ Don Adams	with enclosure

1 Versteeg ✓
Anderson
3 Adams NEM
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
NOV 15 1984
ROAD DESIGN SECTION

Z Drane ON

Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Mann Cune Henry
F.E. Eriksen Dayton
Baker Anderson
King Bedford Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

81-128-1387

KAPEJO INC.
BoniFibers® FOR BETTER ROADS

(302) 453-8955

3 PEIRCE ROAD
WILMINGTON, DEL. 19803

Rake used in overlaying with BoniFibers-Reinforced hot mix. The BoniFibers provide great cohesion in the hot mix.

SPECIFICATIONS:

BONIFIBERS-REINFORCED HOT MIX FOR ASPHALT-CONCRETE HIGHWAYS

DESCRIPTION

An otherwise conventional asphalt-concrete hot mix that is reinforced in its three dimensions with uniformly distributed BoniFibers, the safe polyester fibers. This hot mix has the superior strength that resists reflection cracking, thermal cracking, and pot hole formation as well as rutting, shoving and pushing.

COMPOSITION

(a) Aggregate as per the Road Department Design for Bases and Wearing Courses.
(b) Asphalt cement as per the Road Department Specification for Bases and Wearing Courses with about 0.25% extra asphalt cement to coat the BoniFibers.
(c) BoniFibers in lengths and concentrations to fit the traffic density and the aggregate design *(see below)*.
(d) Air voids within the range of 3% and 6%.

In comparison to fiber-free hot mix, BoniFibers-reinforced hot mix shows an increase in Marshall Stability and Hveem Strength. BoniFibers-reinforced hot mix is installed with conventional paving machines and rollers.

BONIFIBERS FOR HIGHWAY USE

Per ton of total mix: (1) For traffic density less than 10,000 vehicles per day, use 5 pounds; (2) For density over 10,000 vehicles per day, use 7½ pounds. If heavy-weight truck traffic is significant, BoniFibers concentration may be increased. Where both a base and a wearing course are needed as an overlay, it is not sufficient to have BoniFibers in only one course. Although BoniFibers will permit the use of *slightly* thinner overlays, overlays less than 1" are not recommended.

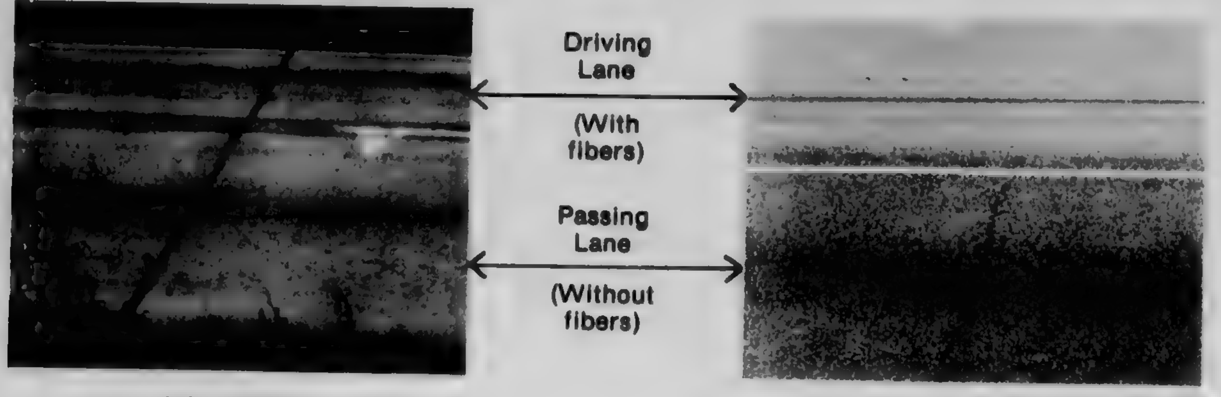
BoniFibers B, 1/4" long, are used for all wearing courses

BoniFibers C, with an average length of 1/50", are used for fine mixes of asphalt-concrete with all aggregate passing #8 sieve.

BoniFibers D, 1/2" long, are used for base mixes which have no more than 75% passing 3/8" sieve.

(over)

Expansion joint in portland cement highway, with 45,000 vehicles per day, overlaid with 3" of hot mix in both lanes, but containing BoniFibers in driving lane only.



*July 1977 —
Just before overlaying*

*November 1981 — Crack in the passing
lane appeared in February, 1978*

In the compacted overlay, when the concentration is 5 pounds of BoniFibers per ton of total mix, there are about 30,000 separate (discrete) BoniFibers in a cubic inch of overlay. By providing great cohesion in the hot mix, BoniFibers assure retention of the fines in the installed overlay.

PROPERTIES OF BONIFIBERS B

Average Diameter	0.0008 inch ± 0.0001
Specific Gravity	1.32 to 1.40
Melt Temperature	480°F minimum
Ignition Temperature	1000°F. minimum
Tensile Strength	75,000 p.s.i. ± 5,000 p.s.i.
Break Elongation	33% ± 9% – They are fully drawn.

Polyester is the polymerized product of components from crude oil of which asphalt is also a component. BoniFibers (100% polyester) will not shrink, distort, soften, or lose their strength at temperatures below 480°F. BoniFibers are produced by continuous melt spinning in the United States of America, and are supplied by Kapejo, Inc., 3 Peirce Road, Wilmington, DE 19803. BoniFibers are not patented and they are therefore not subject to royalties.

PREPARATION OF THE HOT MIX

BoniFibers are in bags to suit the batch size of a pug mill. An *unopened* bag is put into the mixer, along with the dried aggregate, at the beginning of the dry-mix cycle which is preferably 30 seconds. The wet-mix cycle is usually 30 seconds. Total mixing time is a function of the efficiency of the particular pug mill, but should not be less than 60 seconds.

In a continuous mixer, the BoniFibers are blown in with a metered vane-feeder before the asphalt cement is added. BoniFibers must not be added with the aggregate before the aggregate is dried. When there is an opening for feeding recycled material, the BoniFibers are added continuously (in appropriately sized bags) at that opening.

The temperature for mixing BoniFibers-reinforced hot mix is the same as for mixing fiber-free hot mix. Any hot mix being installed on a windy day will cool rapidly, and it will cool rapidly when installed in thin courses. Furthermore, when the hot mix is installed on a cool night, it will lose significant heat by radiation. Under any or all of these conditions, any hot mix must leave the plant at higher temperatures than when being installed under ideal conditions. Because of the high-heat stability of BoniFibers, the producer of Boni-Fibers-reinforced hot mix can always deliver first class hot mix.

BONIFIBERS-REINFORCED HOT MIX IN THE LABORATORY

Tumble mixing by hand in the laboratory bowl (as well as the use of a conventional laboratory mixer) is necessary to simulate the superb mixing which is regularly done in full-size plant equipment. Otherwise, the lighter BoniFibers in the bowl will tend to float above the heavier aggregate. Therefore, about 2 minutes of mixing is needed in the laboratory bowl to get uniform distribution of aggregate with BoniFibers. Because of heat loss in the laboratory room during this long mixing time, the aggregate should be heated about 25°F. higher than would be necessary for mixing a fiber-free mix. The asphalt should not be added to the laboratory bowl until there is a good mixture of fibers throughout the aggregate.

KAPEJO INC.
BoniFibers® FOR BETTER ROADS

(302) 453-8955

3 PEIRCE ROAD
WILMINGTON, DEL. 19803

SPECIFICATIONS:

BONIFIBERS-REINFORCED COLD MIX FOR BITUMINOUS STOCKPILE PATCHING MATERIAL

DESCRIPTION

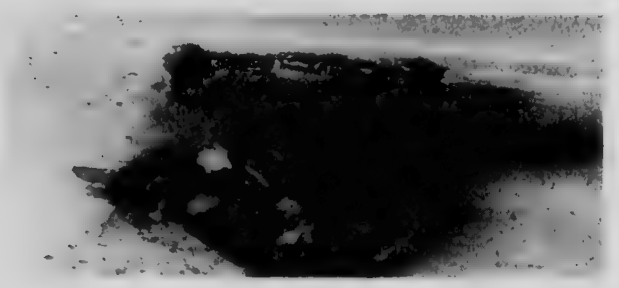
An otherwise conventional asphalt-concrete cold mix composed of mineral aggregate and bituminous material that is reinforced with BoniFibers, the safe polyester fibers. This mix is easily removed from a pile, remaining workable during the coldest days.

COMPOSITION

(a) Aggregate as per the Road Department Design for Bituminous Stock Pile Patching Material.

(b) Bituminous material as per the Road Department Specification for Bituminous Stockpile Patching Material, plus about 0.2% extra Bituminous Material to coat the BoniFibers.

(c) BoniFibers B, (¼" cut polyester fibers), 2½ pounds per ton of total mix. In a properly compacted pot-hole there are about 15,000 separate (discrete) BoniFibers in a cubic inch of the Patching Material to assure maximum cohesion of that Material.



Pot-hole just before filling, Feb. 2, 1984

Pot-hole filled with BoniFiber-reinforced patching material, Aug. 17, 1984.

Just-filled pot-hole with BoniFiber-reinforced patching material, Feb. 2, 1984.

Pot-hole filled with BoniFiber-reinforced patching material, Aug. 17, 1984.

PROPERTIES OF BONIFIBERS B

Diameter	0.0008 inch ±0.0001 inch	Tensile Strength	75,000 p.s.i. ±5,000 p.s.i.
Specific Gravity	1.32 to 1.40	Break Elongation	33% ±9% – They are fully drawn
Melt Temperature	480°F. minimum		

Polyester is the polymerized product of components from crude oil of which asphalt is also a component. BoniFibers (100% polyester), are produced by continuous melt-spinning in the United States of America and are supplied by Kapejo Inc., 3 Peirce Road, Wilmington, DE 19803. BoniFibers are not patented and they are therefore not subject to royalties. Polyester is the fiber in clothing for Arctic explorers because the fibers retain their properties under the coldest conditions.

PREPARATION OF THE COLD MIX

BoniFibers are in bags to suit the batch size of a pug mill. Fibers should be emptied from the bag as they are being added, along with the dried aggregate, at the beginning of the dry-mix cycle which is preferably 30 seconds. The wet-mix cycle is usually 30 seconds. Total mixing time is a function of the efficiency of the particular pug mill but should not be less than 60 seconds.

KAPEJO INC.
BoniFibers® FOR BETTER ROADS

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3 PEIRCE ROAD
WILMINGTON, DEL. 19803

SPECIFICATIONS:

BONIFIBERS-REINFORCED HOT MIX FOR CURBS (DYKES)

An 8" high curb, 9" at its base, reinforced with BoniFibers.

Truck ran over this BoniFibers curb (one year old) and continued to knock down the chain-link fence.

DESCRIPTION

An otherwise conventional asphalt-concrete hot mix that is reinforced in its three dimensions with uniformly distributed BoniFibers, the safe (heat stable) polyester fiber. This hot mix is extruded continuously through a curb-making machine to install a strong, impact-resistant curb (dyke).

COMPOSITION

(a) Aggregate as per the Road Department Design for curbs (dykes).
(b) Asphalt cement as per the Road Department Specification for curbs (dykes) plus about 0.25% extra asphalt cement to coat the BoniFibers.
(c) BoniFibers B, (¼" cut polyester fibers), 5 pounds per ton of total mix. There are about 30,000 separate (discrete) BoniFibers in a cubic inch of curb to assure superior cohesion of the reinforced curb.

PROPERTIES OF BONIFIBERS B

Diameter	0.0008 inch ± 0.0001
Specific Gravity	1.32 to 1.40
Melt Temperature	480°F minimum
Ignition Temperature	1000°F. minimum
Tensile Strength	75,000 p.s.i. ± 5,000 p.s.i.
Break Elongation	33% ± 9% – They are fully drawn.

Polyester is the polymerized product of components from crude oil of which asphalt is also a component. BoniFibers (100% polyester) will not shrink, distort, soften, or lose their strength at temperatures below 480°F. BoniFibers are produced by continuous melt spinning in the United States of America, and are supplied by Kapejo, Inc., 3 Peirce Road, Wilmington, DE 19803. BoniFibers are not patented and they are therefore not subject to royalties.

(over)

PREPARATION OF THE HOT MIX

BoniFibers are in bags to suit the batch size of a pug mill. An *unopened* bag is put into the mixer, along with the dried aggregate, at the beginning of the dry-mix cycle which is preferably 30 seconds. The wet-mix cycle is usually 30 seconds. Total mixing time is a function of the efficiency of the particular pug mill, but should not be less than 60 seconds.

In a continuous mixer, the BoniFibers are blown in with a metered vane-feeder before the asphalt cement is added. BoniFibers must not be added with the aggregate before the aggregate is dried.

The temperature of the product from mixing BoniFibers-reinforced hot mix is the same as the product from mixing fiber-free hot mix. Any hot mix being installed on a windy day will cool rapidly. Furthermore, when the hot mix is installed on a cool night, it will lose significant heat by radiation. Under any or all of these conditions, any hot mix must leave the plant at higher temperatures than when being installed under ideal conditions. Because of the high-heat stability of BoniFibers, the producer of Boni-Fibers-reinforced hot mix can always deliver first class hot mix.

BONIFIBERS-REINFORCED HOT MIX IN THE LABORATORY

Tumble mixing by hand in the laboratory bowl (as well as the use of a conventional laboratory mixer) is necessary to simulate the superb mixing which is regularly done in full-size plant equipment. Otherwise, the lighter BoniFibers in the bowl will tend to float above the heavier aggregate. Therefore, about 2 minutes of dry mixing is needed in the laboratory bowl to get uniform distribution of aggregate with BoniFibers. Because of heat loss in the laboratory room during this long mixing time, the aggregate should be heated about 25°F. higher than would be necessary for mixing a fiber-free mix. The asphalt should not be added to the laboratory bowl until there is a good mixture of fibers throughout the aggregate.

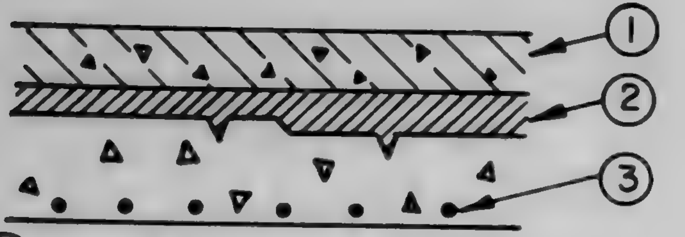
PRECAUTIONS

Fuel oil or other solvents should not be used in the curb-making machine while a curb is being made. While the solvent will have no effect on the BoniFibers, the solvent will lessen the cementing property of the asphalt. For optimum compaction, the hopper of the curb-making machine should be kept full while the curb is being extruded. Oil-based paint should not be used directly on an asphalt curb because the oil, being a solvent for asphalt, will cause the curb to crack and slump. If the curb is first painted with an aluminum-based paint, an oil-based paint may be used as a second coat.

KAPEJO INC.
BoniFibers® FOR BETTER ROADS

(302) 453-8955

3 PEIRCE ROAD
WILMINGTON, DEL. 19803



① *WEARING SURFACE OF ASPHALT CONCRETE*
- *Reinforced with BoniFibers*
- *Resists cracking, rutting, and shoving*
- *Has air-voids to prevent skidding*

② *NEAR-ZERO-AIR-VOID MEMBRANE*
- *BoniFibers-reinforced sand mix, has high-asphalt content.*
- *Is a leveling course*
- *Leaves no air pockets*
- *Fills up to ⅜" cracks in the deck*

③ *REBARS PROTECTED AGAINST CORROSION*
- *No surface water reaches them*

SPECIFICATIONS:

THE KAPEJO SYSTEM FOR PROTECTING THE REBARS OF A BRIDGE DECK AND REINFORCING THE WEARING COURSE

HOW THE KAPEJO SYSTEM WORKS

Melted snow containing deicing salt passes through the wearing course to stop at the membrane and then escape through the scuppers of the bridge. BoniFibers provide three-dimensional reinforcement in both the wearing course and the membrane.

THE COMPOSITION OF THE WEARING COURSE AND ITS PREPARATION AND INSTALLATION ARE GIVEN IN THE SPECIFICATIONS: BONIFIBERS-REINFORCED HOT MIX FOR ASPHALT-CONCRETE HIGHWAYS.

COMPOSITION OF THE MEMBRANE

(a) *Aggregate* — Fine mix of aggregate per Road Department Design for leveling courses and sand mixes.

(b) *Asphalt Cement* — As per the Road Department Specification for wearing courses, in concentration within the range of 8 to 12% of the total mix, the concentration being a function of the absorbability of the aggregate.

(c) *BoniFibers B* — ¼" cut polyester fibers, 5 pounds per ton of total mix.

(d) *Air Voids* — Not more than 1%. For the membrane, air voids is the controlling factor.

PREPARATION OF THE MEMBRANE MIX

Preparation of the membrane mix is as preparation of hot mix for asphalt-concrete highways, except that the wet mix cycle is 60 seconds in order to permit entrapped air to escape. The temperatures for the membrane mix only are:

Aggregate Temperature	375°F. to 425°F.
Asphalt Temperature	300°F. to 325°F.
Membrane Mix Temperature	340°F to 390°
Placement Temperature	Not less than 325°F.

(over)

INSTALLING THE MEMBRANE

Because of the stability attained by the presence of BoniFibers, the membrane mix is installed with a conventional paving machine and is compacted with either a steel or rubber roller. No more handwork is required to install the membrane mix than is required for conventional fiber-free hot mix.

The surface to receive a bridge-deck membrane should be dry prior to, and during, installation of the membrane. Dirt, grit, and loose surface concrete shall be removed. The hot membrane mix will fill up small cracks in the bridge-deck surface, and no air pockets will exist between that surface and the membrane. Holes or rough areas in the surface which are more than ¼" in depth shall be brought up to the elevation of the surrounding areas by manual application of the membrane mix and then compacted by tamping. The membrane thickness shall be within the range of ½" to ¾".

Because the asphalt of the membrane is identical to the asphalt for the wearing course, the two components of the Kapejo System do not separate. There is no bleeding of the asphalt from the membrane to the wearing course because the asphalt expands equally in both the wearing course and the membrane.

PROPERTIES OF BONIFIBERS B

Average Diameter	0.0008 inch ± 0.0001
Specific Gravity	1.32 to 1.40
Melt Temperature	480°F. minimum
Ignition Temperature	1000°F. minimum
Tensile Strength	75,000 p.s.i. ± 5,000 p.s.i.
Break Elongation	33% ± 9% – They are fully drawn.

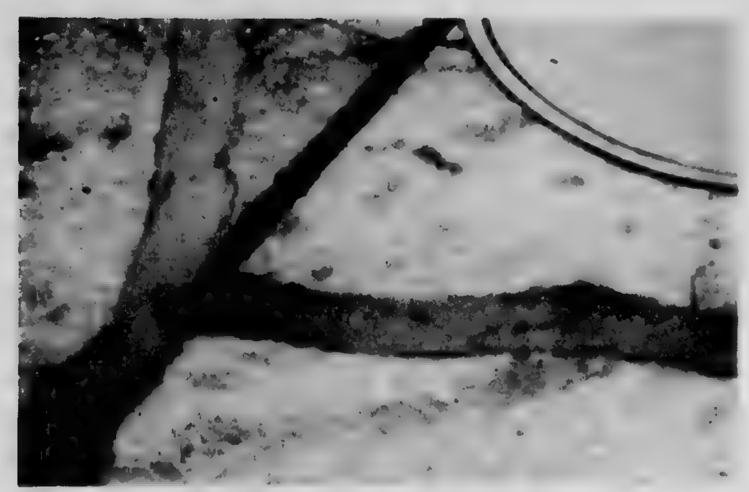
Polyester is the polymerized product of components from crude oil of which asphalt is also a component. BoniFibers (100% polyester) will not shrink, distort, soften, or lose their strength at temperatures below 480°F. BoniFibers are produced by continuous melt spinning in the United States of America, and are supplied by Kapejo, Inc., 3 Peirce Road, Wilmington, DE 19803. BoniFibers are not patented and they are therefore not subject to royalties.

KAPEJO INC.
BoniFibers® FOR BETTER ROADS

(302) 453-8955

3 PEIRCE ROAD
WILMINGTON, DEL. 19803

Crack being filled with 5% BoniFibers in AC-20. Traffic went on crack within minutes.



Just-filled cracks showing stability of the BoniFibers-reinforced material.

SPECIFICATIONS:

BONIFIBERS-REINFORCED CRACK-SEALING MATERIALS

DESCRIPTION

A liquid bituminous material which is reinforced with BoniFibers, the safe polyester fiber, to provide a high-temperature formulated crack filler. When pumped into a crack, this material will completely fill cracks in bituminous pavements. It also makes an excellent stress-absorbing membrane over joints and cracks in concrete pavements prior to a bituminous concrete overlay.

COMPOSITION

(a) Paving grade bituminous material as specified by the Road Department.

(b) BoniFibers B, (¼" cut polyester fibers), 5% min. by weight of the Bituminous Material.

PROPERTIES OF BONIFIBERS B

Diameter	0.0008 inch ±0.0001 inch
Specific Gravity	1.32 to 1.40
Melt Temperature	480°F. minimum
Ignition Temperature	1000°F. minimum
Tensile Strength	75,000 p.s.i. ±5,000 p.s.i.
Break Elongation	33% ±9% – They are fully drawn

Polyester is the polymerized product of components from crude oil of which asphalt is also a component. BoniFibers (100% polyester) will not shrink, distort, soften, or lose their strength at temperatures below 480°F. BoniFibers are produced by continuous melt-spinning in the United States of America and are supplied by Kapejo Inc., 3 Peirce Road, Wilmington, DE 19803. BoniFibers are not patented and they are therefore not subject to royalties.

PREPARATION OF THE CRACK-SEALING MATERIAL

BoniFibers are packaged in polyethylene bags. The bag material melts upon introduction into the mixer as long as the mix temperature is above 275°F. Mixing is done in an oil-jacketed kettle equipped with an agitator and a 2" recirculating pump. The temperature of the mixed product shall be in the range of 310°F.-360°F. in order to have complete filling of the cracks.

PLACING THE CRACK-SEALING MATERIAL

Just prior to sealing, each joint shall be thoroughly cleaned of loose material. Loose material on the surface immediately adjacent to the crack shall also be removed to permit proper adhesion of the material to that surface. The height of the material above the surface of the roadway shall not be more than ⅛". If traffic is to be permitted immediately after crack-sealing, a good sprinkling of aggregate fines shall be applied on top of the crack-sealing material.

KAPEJO INC.

Fibrous Products • Pollution Control Systems

(302) 453-8955

3 PEIRCE ROAD
WILMINGTON, DEL. 19803

Effective: January 1, 1984

BoniFibers

(polyester fibers)

Packaging BoniFibers are conveniently packaged in polyethylene bags which melt upon introduction to the mixer during the dry mix. As long as the mix temperature is above 275°F., there is no need to open the bag containing the fibers. Special bagging of either BoniFibers B or BoniFibers C is available.

Prices BoniFibers B (0.25 inch long) - 150 pounds/carton

10 pounds/bag (15 bags/carton) -- $180.00/carton ($1.20/pound)
7½ pounds/bag (20 bags/carton) -- $183.00/carton ($1.22/pound)
5 pounds/bag (30 bags/carton) -- $187.00/carton ($1.25/pound)

BoniFibers C (0.017 inch average length) - 120 pounds/carton

10 pounds/bag (12 bags/carton) -- $161.00/carton ($1.34/pound)
7½ pounds/bag (16 bags/carton) -- $166.00/carton ($1.38/pound)
5 pounds/bag (24 bags/carton) -- $174.00/carton ($1.45/pound)

* Minimum order is one carton
* All prices are F.O.B. our warehouse in Milford, Delaware
* 1% discount for payments received 10 days from invoice date

Freight Shipments of BoniFibers are usually made by common carrier with the freight charges being collect. The freight charges depend on the gross weight and the distance shipped. A trucking firm that services your route can provide a price quote based on the following information:

BoniFibers B - Gross weight: 162 pounds per carton
Shipping class: 70

BoniFibers C - Gross weight: 135 pounds per carton
Shipping class: 100

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

In Reply Refer to
File No.: MAT
SC 9774

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

October 17, 1984

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
Oregon Division
530 Center St.
Salem, OR 97301

Dear Mr. Wilken:

Your September 21, 1984 letter to Mr. Coulter expressed concern about the Class "C" mix design for the Lava Butte-Fremont Highway Jctn. project. This design (Lab No. 84-11577) using aggregates submitted from the Black Butte source meets our current design criteria for percent voids, stability and film thickness.

Pavement that has been laid this year using this design looks good according to the Project Manager. No flushing has occurred in the "C" mix pavement.

In 1985, to finish paving on Highway 97, a new source will be used. Region has also requested a "B" mix be used in 1985 for the base course. The base course will be covered with the specified "E" mix wearing course. Because of these changes a new mix design will be developed for the 1985 paving season on this project using a "B" mix in lieu of a "C" mix.

Very truly yours,

Jack Sullivan

JACK SULLIVAN, PE
Engineer of Materials

cc: W. E. Schwartz
E. S. Hunter
Jim Wilson
Glenn Boyle

177 —

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

October 17, 1984

IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-4-2(15)
Lava Butte-Fremont Highway Junction Section
The Dalles-California Highway

Our recent letter of September 21, 1984 requested your comments on the Class "C" mix design for the above project.

We understand that the asphalt concrete mixture to be used on the Federal-aid protion of this project has been changed to a class "B" mixture.

We, therefore, withdraw our previous request.

Sincerely yours,

G. K.
for Dale E. Wilken
Division Administrator

cc:
OSHD (F Terpin)
OSHD (G Potter)
OSHD (J Wilson)

RECEIVED
STATE HWY ENGR

OCT 18 '84

REFER TO
Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

September 21, 1984
IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-4-2(15)
Lava Butte-Fremont Highway Junction Section
The Dalles-California Highway
Asphalt Concrete Mix Design

We have reviewed the asphalt concrete mix design for the class "C" mixture (laboratory No. 11577) for the above project.

We feel flushing of the pavement may occur with the proposed mix design because of the recommended design asphalt content. An asphalt content on the high side of the target value, but still within the ½ percent tolerance, could result in less than the desirable amount of air voids in the mixture.

✓ Your comments would be appreciated.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (J Sullivan)
OSHD (G Potter)

10-2-84

Sullivan
Ab reply
cc to me
ESH

RECEIVED
STATE HWY ENGR

OCT 2'84

REFER TO Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

DATE: June 21, 1984

CON 5

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E.
Construction Engineer

Federal-aid Project
No. F-4-2(15)

SUBJECT: Request Change Order Approval

Contract	9774 Price Agreement No. 2
Project	Lava Butte-Fremont Hwy. Jct. & The Dalles-Calif. Hwy.-Old Shelven Camp Road
Highway	The Dalles-Calif. & Fremont
Counties	Deschutes & Klamath

This order is to document a revision in special provisions for this project relative to work on weekends.

Traffic volumes indicate less traffic on Saturdays than during week days. The Price Agreement will allow scheduled work on Saturday provided no traffic lanes are closed to traffic between 4:00 p.m. on Fridays to 6:00 a.m. on Saturday; also 6:00 p.m. on Saturday to midnight on Sunday and legal holidays. The traffic lanes must be free of barricades and all lanes opened to traffic during these times.

Your concurrence is requested to this specification change.

Confirming May 18, 1984 authorization date is requested.

HM:mk

Attach.

STATE COPY

P

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Lava Butte - Fremont Hwy. Jct. and The Dalles - Calif. Hwy. - Old Shevlin Camp Road		CONTRACT NO. [redacted]
HIGHWAY The Dalles - Calif. and Fremont	COUNTY Deschutes & Klamath	PREFIX 9-1034
CONTRACTOR'S NAME AND ADDRESS R. L. Coats P.O. Box 1008 Bend, Oregon 97709		F.A. PROJECT NO. F-4-2 (.5) & State PRICE AGREEMENT NO. 2

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Allow scheduled work on Saturday

Throughout Project

APPROVED EFFECTIVE DATE 5-18-84
Contingent upon modification of project agreement if additional funds are required
BY G. K.
TITLE Field Operations Engineer
DATE 6-29-84
FEDERAL HIGHWAY ADMINISTRATION

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3002A	Work on Saturday		No Change	in Price	

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE DECREASE $ 0.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS: Delete the last paragraph of section 104.05 of project special provisions and substitute the following. Work shall be scheduled so there will be no traffic lanes closed to traffic between 4:00 PM on Fridays and 6:00 AM on Saturdays also 6:00 PM on Saturday to midnight on Sunday and legal holidays. Readway shall be free of barricades or other objects and all lanes opened to traffic durning these periods. If,in the opinion of the Project Manager , this causes unreasonable delay to weekend travelers, upon written request to the contractor this Price Agreement will be resended and section 104.05 will be enforced.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: R.L. Coats 4-25-84
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER Thomas R. for W. W. Robertson DATE 4-24-84

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE

NOTED OR APPROVED BY CONSTRUCTION DATE 5-18-84

X

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

STATE OF OREGON **INTEROFFICE MEMO**

TO: Bryant Jackmond
Contract Administration Engineer

DATE: May 16, 1984

Robert C Pool

FROM: Robert C. Pool
Region Operations Engineer

SUBJECT: Lava Butte--Fremont Junction
Contract #9774

CE____ [✓ CAE] J RECEIVED LS...... TC......
COE____ OM____ SA...... CC......
CA____ MAY 17 1984 FE......
CAM____ MA......
CP____ CONSTRUCTION CCS......
CEO____ SECTION FILE......

This will further justify PA #2 which will allow the contractor to pave on Saturdays.

Advantages to the State

1. There is less traffic on Saturdays, hence fewer motorists would be delayed. Saturday has the least traffic on the average of any day of the week. See attached plot of hourly volumes.
2. Contractor will be paving six days, so the hazard of a center joint drop-off will be eliminated on weekends.
3. Paving will be completed earlier in the season, hence it will receive more cure time and additional compaction by traffic.

Disadvantages to State

1. Travelers don't expect delays on weekends. Fewer people will be delayed, but they may get madder.

Advantages to Contractor

1. Completes work earlier in season so he can bid more work.
2. Less traffic to work with.

Disadvantages to Contractor

1. Additional cost of overtime.

I feel that the State benefits from the change at least as much as the contractor, perhaps more; hence we propose the revision at no change in contract price.

Please return the plot of traffic volumes.

RCP:br
Enclosures
CC: Project Managers--When reviewing the Specials on paving jobs, take a good look at the days and times paving is allowed. It's better not to have contract changes for this. Holcomb can get data for you from permanent traffic recorders to analyze daily and hourly volumes.
John Holcomb

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Lava Butte-Fremont Hwy Jct & The Dalles Calif Hwy-Old Shevlin Camp Rd

CONTRACT NO. 9774

HIGHWAY The Dalles-Calif & Fremont

COUNTY Deschutes & Klamath

PREFIX 9-1034

NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE $0.00

PROJECT AUTHORIZATION $

EST. PROJECT COST WITH ORDER $

OVERRUN %

F.A. PROJECT NO. F-4-2(15) & State

ESTIMATED STARTING DATE* June 15, 1984 OR

DATE WORK WAS STARTED*

WORK OR CHANGE IS SUBSTANTIAL? ☒ YES ☐ NO

TO ACCOMPANY (ORDER TYPE AND NUMBER) Price Agreement #2

SUBMITTED TO REGION BY PROJECT MANAGER (SIGN) H H Robertson DATE 5-1-84 FOR ☐ REVIEW ☐ APPROVAL

SUBMITTED TO CONSTRUCTION BY REGION (SIGN) Robert C Pool DATE FOR ☒ REVIEW ☐ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

Robert Pool, Region Operations Eng. BY Tom Eiguren DATE 4-9-84

BY DATE

BY DATE

BY DATE

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*—

BY DATE

BY DATE

BY DATE

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA—

BY DATE

FHWA TENTATIVE APPROVAL OBTAINED FROM—

BY DATE

FOR "PRICE AGREEMENTS"—

"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES ☒ NOT APPROPRIATE

"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☒ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section):

BY DATE

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section):

BY DATE

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

This order was written to allow scheduled work on Saturday. The contractor's equipment will be off the roadway and all barricades will removed by 4:00PM on Fridays until 6:00 AM on Saturdays. Through past history Saturdays are not days of extreme traffic conditions, therefore Saturdays are allowable paving days. It also eliminates the odd number of working days for even pavement joints.

☐ CONTINUED ON ADDITIONAL SHEET(S)

*EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S)

734-1882 (REV 10-82)

Submit Original to Construction Section

Steve Mocnak [illegible]
Harold Metzel

Memo
Fri & Sat Traffic Restrictions

I met with FHWA Area Engineer Dave Carter and District Engineer Glenn Hossner this AM about modifying Special Provision 104.05 on several projects where Friday and Saturday traffic restrictions should not have been included from a traffic and construction season viewpoint. Mr Hossner agreed the traffic restrictions werenot justified. But he wanted a monetary adjustment.

After pressing, he suggested, without assuring approval, to submit the PA's with

1) A strong finding in the public interest to make the change (at no cost).
2) A reserved right on the PA to cancel without cost to the State if traffic or other reasons subsequently necessitated
3) ~~[illegible]~~ a Promise to better review future Special Provisions. Bryant Jackmond has initiated this review

9774

P

April 12, 1984

R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

CON 5
#9774

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9774 for paving on the Lava Butte-Fremont Highway Junction and The Dalles-California Highway-Old Shevlin Camp Road Sections in Deschutes and Klamath Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Robert Church
Jan Peterson
Dale Allen
W. W. Robertson

R. L. COATS, General Contractor
63285 SKYLINE RANCH ROAD • BEND, OREGON 97701 • 382-2166 or 382-5368

March 23, 1984

Robert W. Gormsen
Room 121 Transportation Building
Salem, Oregon 97310

RE: Assigned Contract goals for Disadvantaged Business Enterprise Participation.

Dear Mr. Gormsen:

#9774

The following Disadvantaged Business Enterprise will be employed as a subcontractor on the paving of the Lava Butte-Fremont Hwy. Jct. & The Dalles-California Hwy.-Old Shevlin Camp Rd. section of The Dalles-California & Fremont Highways, Deschutes & Klamath Counties.

Disadvantaged-Owned Goal 1%

Arrow Brothers Corp.
AGC #310 9450 S.W. Commerce Circle
Wilsonville, Oregon 97070
(503) 682-2100

Subcontract for guard rail, delineators, & mailbox support work.

Item No.	Item	Unit	Quantity	Unit Price	TOTAL PRICE
6	Flagmen	Hour	101	10.00	1,010.00
10	Removal of Structures & Obstructions	Lump Sum		L.S.	1,200.00
32	Guard Rail, Type 2A	Lin. Ft.	2,375	10.00	23,750.00
33	Guard Rail Anchors, Type 1	Each	8	275.00	2,200.00
34	Rail End Pieces, Type C	Each	6	75.00	450.00
36	Delineators	Each	45	23.00	1,035.00
37	Single Mailbox Supports	Each	30	100.00	3,000.00
				TOTAL	$32,645.00

Sincerely,

R. L. Coats

R. L. Coats
Owner

RECEIVED
MAR 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RLC/wm

cc: Wilmer W. Robertson
cc Ray Turner

STATE OF OREGON INTEROFFICE MEMO

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: April 5, 1984

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 22, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened March 22, 1984 on the following projects:

1. Cascade Highway N @ Johnson Creek Boulevard
   Clackamas County
   Traffic Signals

   Pedestrian signals and sidewalk ramps will be installed for pedestrian/bicycle use.

2. Powers Junction-Shields Creek and
   Powers Junction-Warner Creek
   Coos Bay-Roseburg and Powers Highways
   Coos and Douglas Counties
   Paving

   Overlay. Eight-foot shoulders on Coos Bay-Roseburg Highway and four-foot shoulders on Powers Highway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Deschutes River (General Patch) Bridge
   South Century Drive, Deschutes County
   Grading, Paving and Structure

   Twelve-foot lanes with six-foot shoulders on structure and roadway. A six-foot bicycle path will also be constructed under the bridge connecting the park areas.

4. Lava Butte-Fremont Highway Junction
   The Dalles-California Highway-Old Shevlin Camp Road
   The Dalles-California and Fremont Highways

   Variable shoulders, four to eight feet, sufficient for bicycle use. The Dalles-California will be striped and signed with bike lane to S. Century Drive at M.P. 133.1.

5. Soams Curve
   Florence-Eugene Highway, Lane County
   Grading and Paving

   Twelve-foot lanes with five-foot shoulders. Shoulders will be striped and stenciled for bike lanes.

6. "Q" Street-S. "A" Street
   Springfield (2nd and 3rd Streets) Highway
   Lane County
   Paving
   Overlay Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. Johnson Creek Bridge (Gresham)
   Towle Avenue, Multnomah County
   Structure

   Five-foot sidewalks and four-foot shoulders on roadway and sturcture for bicycle and pedestrian use. Project has been designed to enable connection to a proposed future Johnson Creek Bikeway.

8. Project withdrawn.

9. NE Columbia Blvd-NE Sandy Blvd Park and Ride Lot
   Est Portland Freeway, Multnomah County
   Sidewalks and Bicycle Parking Facilities are Being Contructed.

10. Minam Grade
    Wallows Lake Highway, Union County
    Guardrail

    Same as No. 6.

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell

) 17774 4

Section Lava Butte – Fremont Hwy. Jct and The Dalles – California Hwy – Old Shevlin Camp Rd. Sec. B Programming Estimate $

Highway The Dalles-California & Fremont Project Length FA 20.2 State 16.86

County Deschutes & Klamath Completion Time 375 Calendar Work Days

Kind of Work Overlay Est. Comp. Date 7-23-85

Prefix 18-1556 Letting Date March 22, 1984 Project No. F-4-2(15)

ESTIMATED CONSTRUCTION AUTHORIZATION

3,156,485 25

Estimated Contract Amount . . . . $

Anticipated Additional Items:	FA	state	state & County
Royalty Payment.			
Permit Fees			
Slide Correction			
Railroad Protective Costs	2,200		
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping.	[illegible]	13,600	3,500
Temporary Pavement Striping.			
Remove Pavement Striping (Exist. & Temp.) . . .			
Temporary Erosion Control			
State Furnished ________			
Roadside Seeding & Mulching			
Asphalt Cement Adjustment.			
revised 2/28 On the Job Trainees ($0.80 x 1000 hrs.)	800		
★ State Responsibility for Damages	6000		
Signal Controller Testing			
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
________			
________			
________			
________			
________			
Adjust Utilities:			
________			
________			

$ 37,100

Subtotal	$ 3,193,585 25
Contingencies (4-1/2%)	143,711 34
Engineering (8, 10, 12%)	255, 486 82
Subtotal	$ 3,592,783 41
Credit for ________	
Estimated Net Authorization, Construction	$ ~~3,591,658 41~~ 3,592,783 41

APPROVED

____

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section: Lava Butte - Fremont Hwy. Jct. and The Dalles-California Hwy. - Old Shevlin Camp Rd. Sec.
County: Deschutes & Klamath
Sheet 1 of 2
Kind of Work: Paving
Length: 37.06
Date: 1/25/83
Name: Bergstedt

COST ANALYSIS UNIT. 2-27-84
THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 3-22-84

No.		Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	Lump Sum	$250,000^{00}$
2	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	15,000—
3	Temporary Signs		Sq. Ft.	1179	6^{00}	7074^{00}
4	Temporary Barricades		Each	15	80^{00}	1200^{00}
5	Temporary Plastic Safety Markers		Each	60	60^{00}	3600^{00}
6	Flagmen		Hour	1750	12^{00}	$21,000^{00}$
7	Pilot Car		Hour	800	30^{00}	$24,000^{00}$
8	Temporary Striping		Lin. Ft.	65,000	0^{30}	$19,500^{00}$
9	Stripe Removal		Lin. Ft.	1,000	0^{60}	600^{00}
	Roadway					
10	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	4300^{00}
11	Cold Plane Pavement Removal		Sq. Yd.	7,900	2^{50}	$19,750^{00}$
12	General Excavation		Cu. Yd.	7,075	4^{00}	$28,300^{00}$
13	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	$2,000^{00}$
14	Watering		M-Gal	300	10^{00}	$3,000^{00}$
15	Aggregate Shoulders		Ton	11,100	7^{50}	$83,250^{00}$
16	Cement Treated Base Mixture		Ton	7,300	10^{50}	$76,650^{00}$
17	Portland Cement in CTB Mixture		Ton	405	82^{25}	$33,311^{25}$
18	Class "C" Asphalt Concrete Mixture		Ton	53,500	11 10^{25}	$548,375^{00}$
19	Class "E" Asphalt Concrete Mixture		Ton	30,500	12 11^{00}	$335,500^{00}$
20	Class "C" Asphalt Concrete Mixture in Leveling		Ton	17,000	11 10^{50}	$178,500^{00}$

734-1736 (8-81)

$140,600

6%/2000 = 120 x $180 = 21,600

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section Lava Butte - Fremont Hwy. Jct. and The Dalles - California Hw - Old Shevlin Camp Rd. Sec	County Deschutes & Klamath	Sheet 2 of 2	
Kind of Work Paving	Length 37.06	Date 1/16/84	Name Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
71	Asphalt Cement in Mixture		Ton	6,180	180^{00}	$1,112,400^{00}$
	Class "Plus 8" Asphalt Concrete Mixture	6%	Ton	300	25^{75}	$7,725^{00}$
	Class "E" with Fiber Asphalt Concrete Mixture	6%	Ton	300	25^{75}	7725^{00}
4	Class "E" with Arm-R-Shield Asphalt Concrete Mixtue		Ton	300	18^{75}	5625^{00}
5	Class "Plus 12" Asphalt Concrete Mixture	6%	Ton	700	25^{75}	18025^{00}
6	Class "C" with Fibers Asphalt Concrete Mixture	6%	Ton	700	25^{75}	18025^{00}
7	Class "C" with Arm-R-Shield Asphalt Concrete Mixture		Ton	700	18^{75}	13125^{00}
	Arm-R-Shield in Mixture		Ton	75	650^{00}	$48,750^{00}$
1	Emulsified Asphalt in Seal Coat		Ton	310	180^{00}	$55,800^{00}$
	Aggregate in Seal Coat		Ton	3,400	15^{00}	$51,000^{00}$
	Asphalt in Tack Coat		Ton	600	190^{00}	114000^{00}
	Guard Rail, Type 2A		Lin. Ft.	2,375	11^{00}	$26,125^{00}$
	Guard Rail Anchors, Type 1		Each	8	325^{00}	$2,600^{00}$
	Rail End Pieces, Type C		Each	6	85^{00}	510^{00}
5	Extra for Asphalt Approaches		Each	94	175^{00}	16450^{00}
	Delineators, Type 1		Each	45	22^{00}	990^{00}
7	Single Mailbox Supports		Each	30	90^{00}	$2,700^{00}$

734-1736 (8-81)

rll

9774

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-4-2(15)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40117

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig w/ cert. to 3/13

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO
Potter
FOR

Info	Invest	R/D	B/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE
2/29/84

8. FEDERAL ROUTE NUMBER
Primary 4

9. STATE ROUTE NUMBER
Primary 4

10. GENERAL LOCATION:

Lava Butte - Fremont Highway Junction

11. GENERAL DESCRIPTION OF WORK

Pavement Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒X CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS.

☒X OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 2/28/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost effective.

Mr. Potter's 2/27/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,860,800. Regular Federal-aid matching ratio, appropriation code 010 in amount of $2,521,790 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $339,010.

A signed copy of the Title Sheet is returned herewith.

14. DATE
2/29/84

15. SIGNATURE OF APPROVING OFFICIAL
G.K. Hossner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Lava Butte to
Fremont Jct

N

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: February 7, 1984

FROM: Robert C. Pool
Region Operations Engineer

SUBJECT: LaPine Recreation Area Access Road

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
2 Trout
Wakerlig

(cp for) Copy
Copy

RECEIVED
FEB 8 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up
Action

Per our discussions last week, the Parks Division would like to proceed to have the LaPine Recreation Area Access Road paved on our contract--Lava Butte to Fremont Junction. Attached are the construction details.

Deschutes County will pay for half of the cost of this work. A construction--finance agreement is being written now and it will require a deposit from the County. The agreement should be executed within two weeks.

RCP:br

Enclosures

CC: Gerry Lucas

81-125-1387

BID ESTIMATE*

FOR

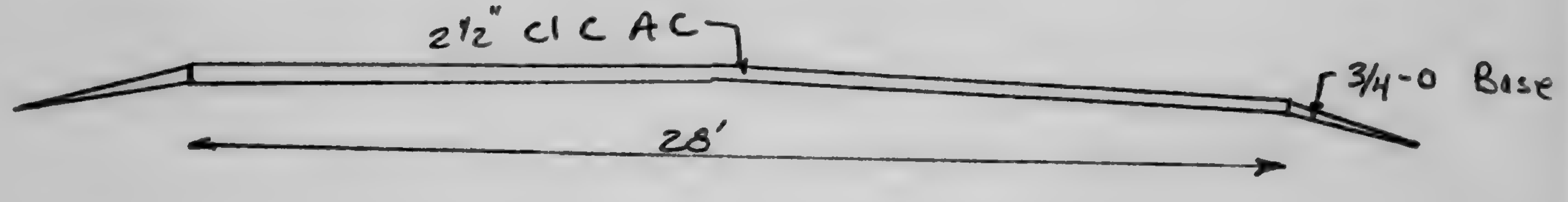
LAPINE STATE PARK ROAD

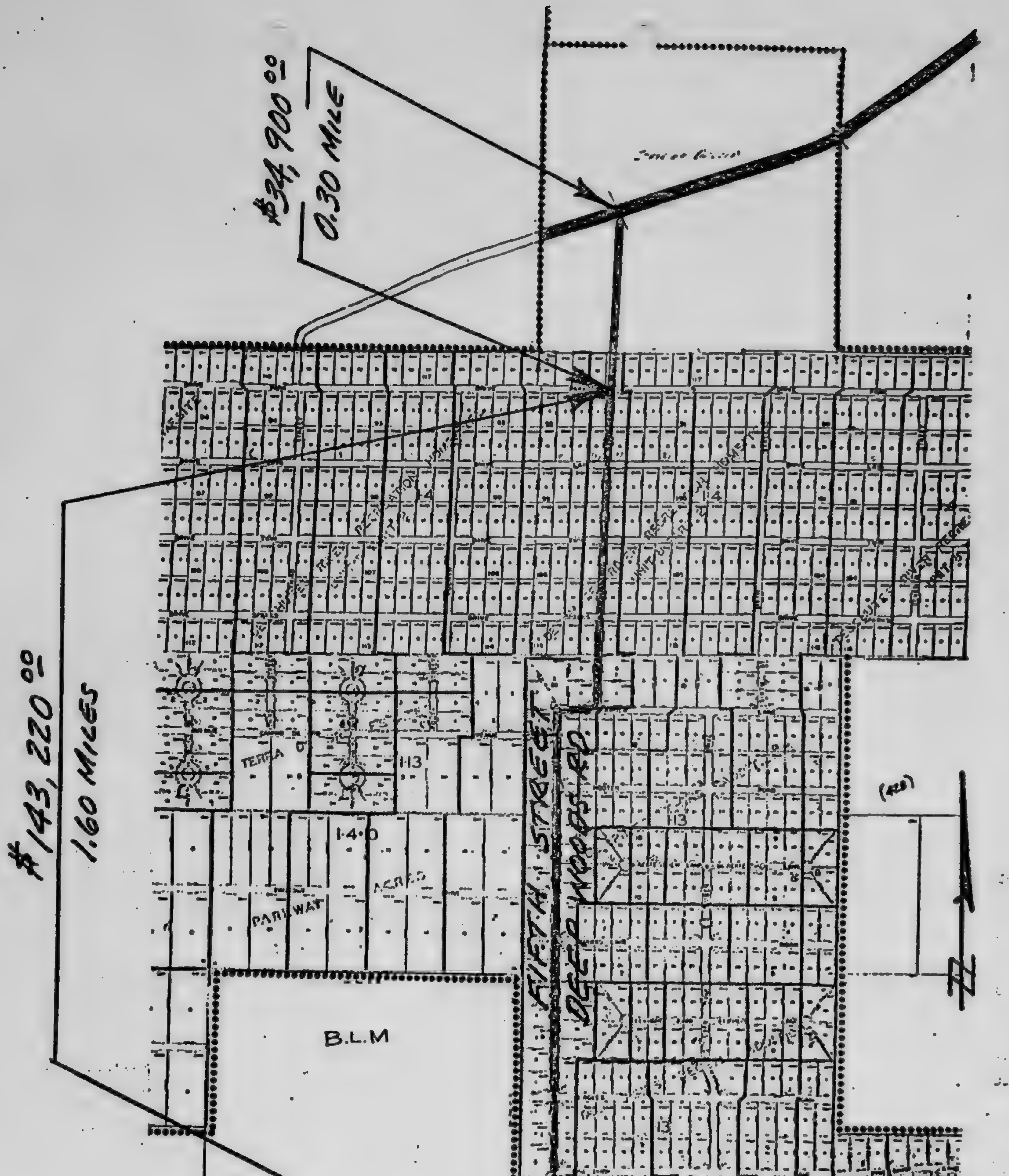
ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	COST
1.	MOBILIZATION	ALL	LUMP SUM	$5000.00
2.	TRAFFIC PROTECTION	ALL	LUMP SUM	$2000.00
3.	AGGREGATE BASE (3/4"-0)	500 C.Y.	$10.00	$5000.00
4.	A.C. PAVEMENT	10600 Tons	$30.00	$318,000.00
5.	TACK COAT	20 Tons	$175.00	$3500.00
6.	~~ROAD APPROACHES~~	~~100 Tons~~	~~$45.00~~	~~$4500.00~~
7.	FINAL CLEAN-UP	ALL	LUMP SUM	$2000.00

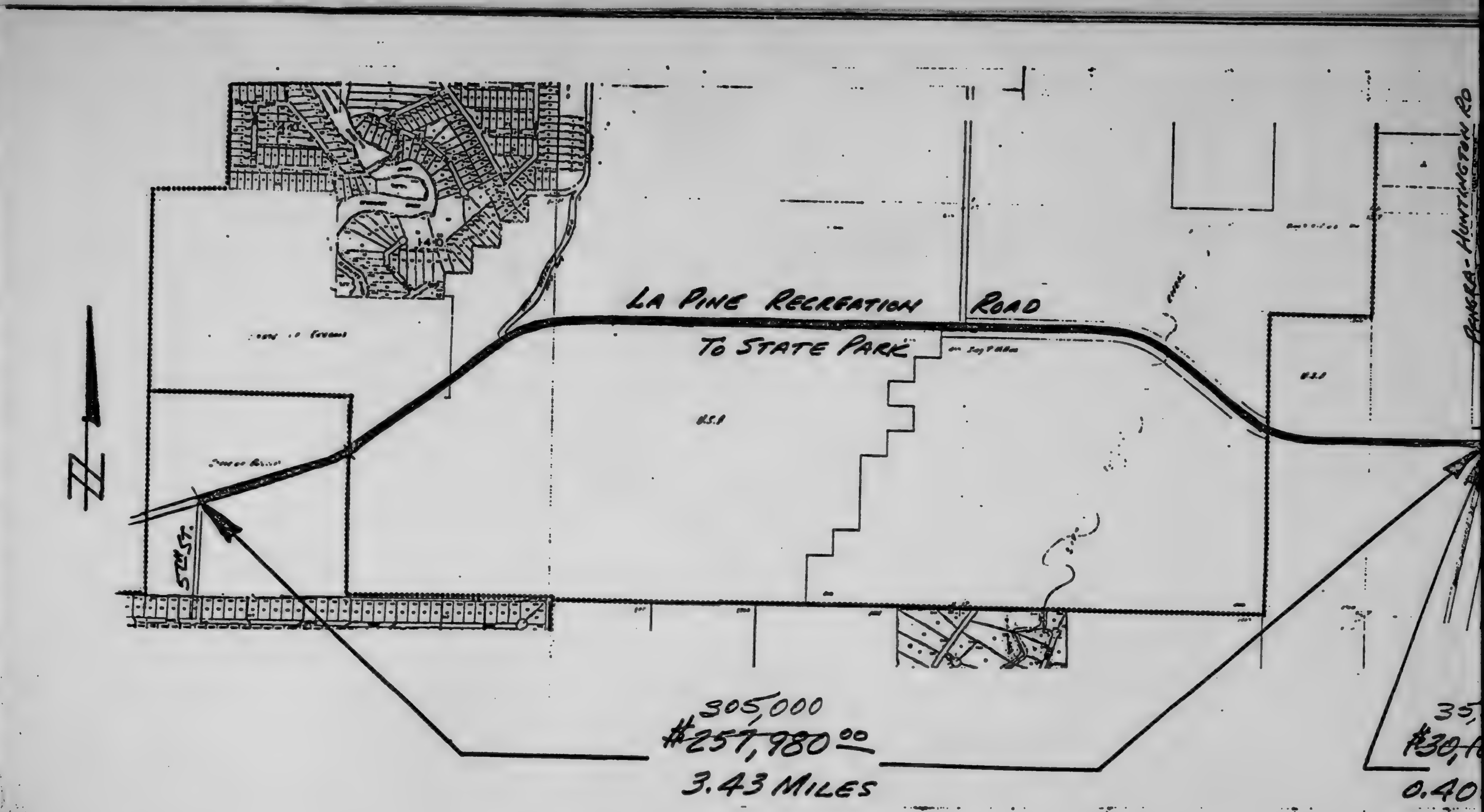
The Sum of Three Hundred Forty Thousand Dollars $ 340,000.00

*Based on 28 foot wide 2½" thick Overlay

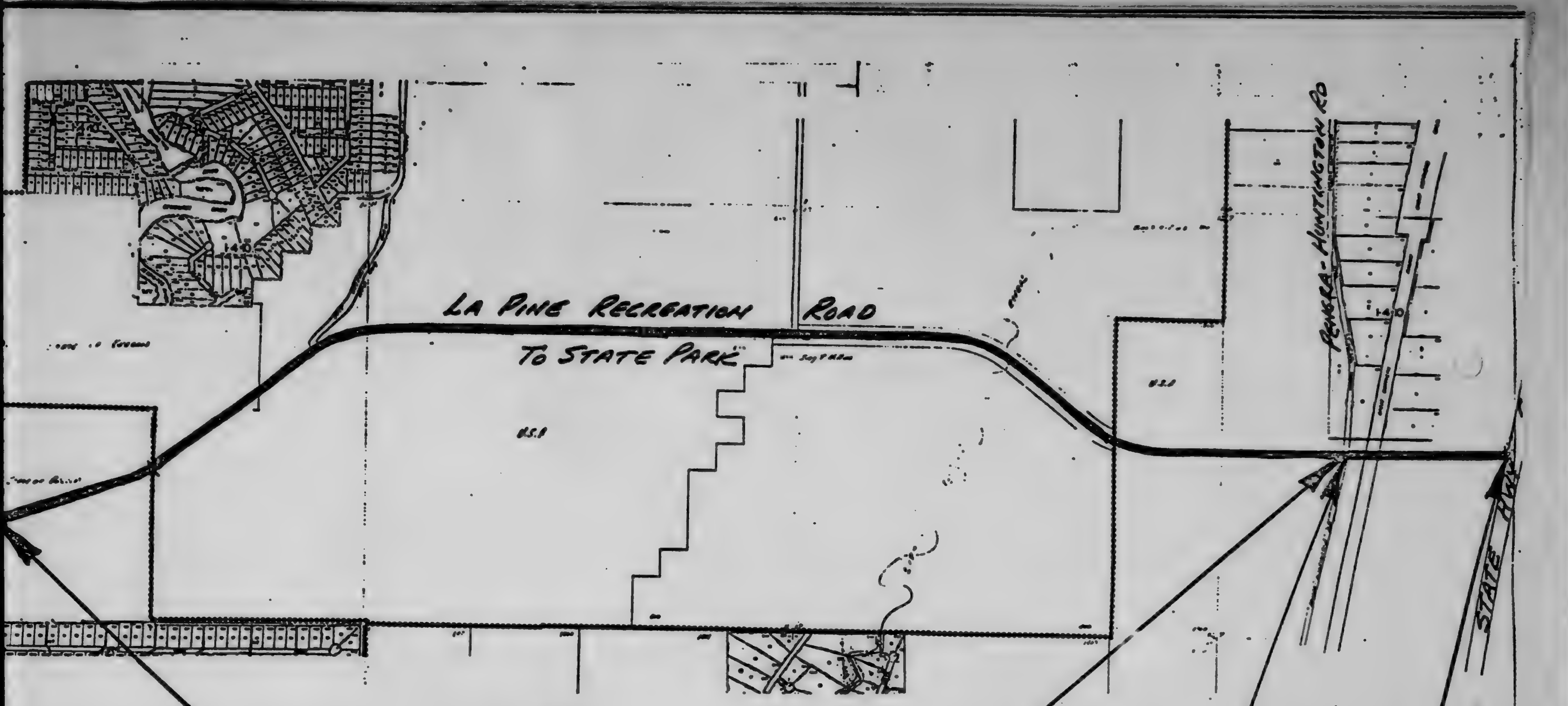
The original estimate was based on lesser width 24'




$34,900.00
0.30 MILE
$143,220.00
1.60 MILES
FIFTH STREET
DEER WOODS RD
TERRA
1·13
1·4·0
PARKWAY
ACRES
B.L.M
B.L.M
1·1·10
113
(420)


LA PINE RECREATION ROAD
TO STATE PARK
BENGRA-HUNTINGTON RD
5TH ST.
305,000
~~$257,980.00~~
3.43 MILES
35,
~~$30,~~
0.40

358,


LA PINE RECREATION ROAD
TO STATE PARK
RENKRA-HUNTINGTON RD
STATE HWY
140
305,000
~~#257,980 00~~
3.43 MILES
35,500
~~$30,100 00~~
0.40 MILES

7771 #19

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Klamath Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: The Dalles/California Hwy Jct - Shevlin Fremont Hwy Hwy #19

REGION: IV

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 18-1556 ~~18-1510~~

DATE: 12-14-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		800	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
9 IGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 7,100
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: State

LOCATION ENGINEER'S REMARKS

This authority is for the PS & E for a thin overlay on the Fremont Highway extending 18.3 miles south from the Lava Butte-Fremont Jct. Project.

This is to Change the Prefix from 18-1510 to 18-1556
Please Transfer All Charges to the New Prefix (18-1556)

PHB
1-5-84

1 Versteeg
Anderson
Adams to Bud
Macnab
2 Stoudenmeyer TE
3 Turpin
Trout
Wakerlig

RECEIVED
JAN 09 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up

ARED BY Donald Berg, Cost & Records Specs	DATE 12-14-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 12/23/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E. L. Smith	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE N/A	

734-1914 (7-82)

7731

N

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Klamath Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
The Dalles/California Hwy Jct - Shevlin

REGION
IV

Fremont Hwy

SURVEY AUTHORITY

Hwy #19

AUTHORIZATION NO.	PREFIX	DATE
1	18-1510	12-14-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION - TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		800	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 7,100
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
State

LOCATION ENGINEER'S REMARKS

This authority is for the PS & E for a thin overlay on the Fremont Highway extending 18.3 miles south from the Lava Butte-Fremont Jct. Project.

1 Versteeg ✓
Anderson
Cy Adams to Bud
Cy Macnab
2 Stoudenmeyer JE
Terpin
3 Trout
Cy Wakefield

RECEIVED
JAN 04 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY Donald Berg, Cost & Records Specs	DATE 12-14-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 12/23/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE N/A	

734-1914 (7-82)

1774 4

Memo 12-1-83

D.L.T.

Dale Allen is sending in an extension to the ~~Lava Butte-Fremont Jct Section.~~ He wants to put an "E" mix on 18 miles of the Fremont Highway (from the Fremont Jct). He would want it funded with State Funds and has visited with Potter regarding this. Lava Butte-Fremont Jct is on the February 23, 1984 letting.

1 Versteeg ✓
Anderson
2 Adams ✓
AHB 3 Macomb M
Stoudemayer
Turpin
Trent
Wehrly

RECEIVED
DEC 0 1 1983
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up ..../..../....
Action

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter
Program Management

DATE: December 1, 1983

FROM: Dale D. Allen
Region Engineer

Dale D Allen

SUBJECT: Lava Butte-Fremont Highway Junction Section and Surface Preservation/Maintenance Program

The above overlay and "E" Mix contract is on the schedule for a February 23 letting. This FA overlay stops at the Fremont Highway Junction (south of Lapine). Beginning at the Fremont Junction and going south on the Fremont Highway, ORE 31, we have an 18-mile, 32-foot wide "E" mix project under the Surface Preservation program. This "E" mix treatment will be the exact same specification used on the FA contract.

There would be considerable advantage to adding the preservation work to the adjacent overlay. These would be lower costs, eliminate need for separate contract plans, and eliminate quarry site conflict. I don't believe any plans would be necessary other than noting the location on the Title page and adjusting the "E" mix quantities for 18.28 miles of 32-foot wide, 3/4-inch "E" mix. The funding would be State money.

Your approval is requested in combining the two jobs. Our estimate for the preservation contract is $614,000.

DA:mr

encl

cc: Pat Schwartz
Don Trout

NOTED
W. E. SCHWARTZ
12/14/83

RECEIVED
STATE HWY ENGR
DEC 2 '83
REFER TO

Info	Inves	R/D	D R	Sign		

9774

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter
Program Management

DATE: October ~~6~~ 7, 1983

FROM: Dale D. Allen
Region Engineer

SUBJECT: Project #406--February Letting
Lava Butte--Fremont Hwy Junction
US 97

NOTED
E. S. HUNTER

The above project is now in the final stages of design. L. E. George was asked this week to comment on suggested safety considerations. I have discussed with Ed Hunter the need for a short passing/climbing lane in the Sun River Area and at his suggestion, obtained the attached accident information, cross sections and costs.

This office recommends this be included in the project. The estimated cost is $88,000. Additional funds will not be necessary because of a reduced typical section from LaPine south to the Fremont Junction (approximately 1 mile) approved by John Scofield.

The cross sections were submitted directly to Fred Erickson and the traffic accident data to L. E. George.

DDA:br

Enclosures

CC: Ed Hunter
Fred Erickson (Cross Section and Estimate)
L. E. George (Accident Data)

10-7-83 - cy. Potter

Hal
Be sure that appropriate safety work is incorporated in the project. The future acceleration lane should be built with the future interchange and at the expense of Sun River.

Bud George - Ed will any of the safety work qualify for safety monies?

RECEIVED
TECHNICAL SERVICES
OCT 7 '83
REFER TO
FOR
Info | Immed | R/D | D/R | [illegible] | Act | File

STATE OF OREGON

INTEROFFICE MEMO

TO: Frank Terpin
Location Engineer
Attn: Fred Erickson

DATE: October 6, 1983

FROM: Jerry C. Thackery
Region Designer

SUBJECT: Lava Butte Lookout--Fremont Highway Junction

The work to be considered under this survey is confined within an area approximately 2,300 feet in length (M.P. 150.7-151.0). It is proposed that this work be done in conjunction with "E" mix overlay which includes this area. The purpose of this widening is to provide a passing lane in conjunction with a future acceleration lane from the proposed north access to Sun River properties.

The permit right-of-way through this portion of National Forest is 66 feet Rt. and 166 feet Lt. This will be adequate to contain the embankment on 4:1 slopes. This flatter slope will negate the need for replacing the 562 linear feet of guardrail beginning at Sta. 584+07 (Lt.). Salvaged guardrail and posts should be delivered and stockpiled at the Bend Maintenance Station.

The major portion of Temporary traffic control needed for this segment of work should be coordinated with the primary portion of the work which is the overlay. Additional flagging should be planned to cover a three week period.

The excavation areas consist mainly of volcanic rock with 1 to 2 feet of overburden. R. J. Van Cleave, Region Geologist, recommends that the cut be constructed on a ½:1 slope. The excavated materials do not balance with the fills. There will be 3,500 to 4,000 cubic yards of waste. I propose that the excess material become the property of the contractor at the point of excavation. It is our best guess that the contractor will be able to dispose of this excess as embankment on the proposed northbound acceleration leg of the proposed access. The proposed base and surfacing design are based on a CBE of 31.0. The six inches of asphaltic concrete should be placed in three lifts.

JCT:br

Enclosures

CC: Gary Potter
Ed Hunter
L.E. Gelrge
Fred Erickson

STATE OF OREGON INTEROFFICE MEMO

TO: Dale D. Allen
Region Engineer

DATE: October 6, 1983

J.H.

FROM: John E. Holcomb
Region Traffic Supervisor

SUBJECT: Accident History Listing, 1/1/80 through 4/30/83
Lava Butte--South Century Drive Section
The Dalles--California Highway
Deschutes County

Per your instructions, I have pulled the subject listing and find the following.

For the study period 1/1/80 through 4/30/83, there were a total of 43 collisions between the southerly terminus of the Lava Butte climbing lane and the northerly terminus of the climbing lane which ends just south of South Century Drive. Two of these were fatals with two people killed; 16 were non-fatal with 38 injuries, and 25 were property damage only.

Non-Collision and Fixed Object are single vehicle, run-off-the-road type collisions. These constitute the major class of accident with 33 percent. The severity of these collisions is about average with about one injury per accident. There were no fatals in this class of collision.

I continue to be concerned about the restricted opportunities to pass within this section. This is reflected in the head-on and side swipe collisions. There were five head-ons with two people killed and six injured. There were three side swipe collisions with two injuries.

There is only one location with a concentration of collisions. This is at the South Century Drive intersection where there were eleven collisions. These were: 1--rearend, 7--turning, two--angle, and 1 miscellaneous. There were 11 injuries, which is about average.

The collisions are fairly well spread out through the entire section except for the fact that 20 collisions appear to have happened within the tangent sections which would be considered passing opportunities.

The proposed passing/climbing lane would close a short gap between the new Sun River access and the existing Lava Caves left turn. This left turn receives very little use and would be utilized as part of the widening for the passing lane. The planned Sun River interchange includes a north bound 1,200 feet merge lane which would be the begining of the recommended climbing/passing lane.

JEH:br

CC: Gary Potter, Ed Hunter, L.E. George, Fred Erickson

1984 Soam's Curve (Walton) Sec, 9775
Florence- Eugene Hwy beginning 20
mi W of Eugene. (grad & pav)

jc cc: OSHD (Rul[illegible]n)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 1/21/88	REPORT MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. F-25(13)
COMPLETION DATE (Actual) 6/5/85	ACCEPTANCE DATE BY CONRTACT AGENCY 8/14/87	TIME ELAPSED 98 %	CONTRACT TIME 200 CD

LOCATION

SOAM'S CURVE (WALTON)
FLORENCE - EUGENE HIGHWAY

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

Work completed under this project consisted of construction of roadbed, treated base and asphalt concrete pavement, installation of drainage pipe, guardrail and delineators, and roadside seeding and mulching.

The final estimated cost of this project is $778,798.03 which includes $597,125.84 for original bid item work, $41,501.99 for work completed under approved price agreements, $9,366.95 credit for a price adjustment for non-spec materials, $45,753.15 for extra work orders, $3,769.67 for State force work $1,614.33 adjustment for asphalt price escalation, and $99,000 for construction engeering.

A total of 197 calendar days were used in completing the work as compared to the 200 calendar days allowed under the contract.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements with the exception of class "C" A.C. compaction and non-spec CTB mixture. It was determined the incorporation of this material into the work was acceptable at a reduced price. A total price reduction of $9,366.95 was applied to the contract.

A copy of the statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

NOTED
W. E. SCHWARTZ

Oy
1/29

RECEIVED
STATE HWY ENGR
JAN 27 '88
REFER TO
Fredrickson
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richd R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 1/25/88	TITLE District Engineer	DATE 1/26/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

9775

October 13, 1987

Industrial Indemnity Co.
101 SW Main #1300
Portland, OR 97204

CON 5 -#9775

On August 20, 1987, we wrote to you concerning release of final payment on Contract No. 9775 awarded to Fabricators Incorporated for work on the Soam's Curve (Walton) Section of the Florence-Eugene Highway in Lane County.

Final payment on this contract is $4,605.84 and the total contract amount is $676,028.36 including $45,153.15 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Fabricators, Incorporated
2705 Lancaster Drive, NE
Salem, OR 97305

bc: C. O. Fredrickson
Walt Hart
Jim Gix

9775

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9775

TO: Commission Services

DATE: August 14, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9775, On Site Work Substantially Completed June 5, 1985

All Work Completed July 24, 1987

Project Soam's Curve (Walton)

Highway Florence-Eugene

County Lane

Type of Work Grading and Paving

Contractor Fabricators, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-20-87 - Surety letter written.

RECEIVED
AUG 19 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9775

WEE Y REPORT FOR CONSTRUCTION PF ECTS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEK ENDING: JULY 25, 1987
CONTRACT NO: C09775
F A PROJECT NO: F-25(13)
DATE OF AWARD: April 2, 1984
FIRST NOTIFICATION DATE: April 24, 1984
ESTIMATED DATE OF COMPLETION, OR
SECOND NOTIFICATION DATE AND: June 5, 1985
ESTIMATED SEMIFINAL SUBMITTAL DATE: Submitted 4/16/86
AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED: 100 %

PROJECT NAME (SECTION): Soam's Curve
HIGHWAY: Florence - Eugene
COUNTY: Lane
CONTRACTOR: Fabricator's Inc.
KIND OF WORK: Grading & Paving

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 771,788.35
ESTIMATED PROJECT COST $ 772,000.00
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 0.0 %

ENGINEERING

AUTHORIZATION $ 95,999.00
COST THIS WEEK $ 0.00
TOTAL TO DATE $ 93,000.00
PERCENT OF AUTHORIZATION 96 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	06/05/85	0	0.0	0	YES
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	Guardrai
ORIG. CONTRACT QUANTITIES	47,757 cy	8,999 tn	4,900 tn			
EST. CORRECTED QUANTITIES	45,700 cy	9,560 tn	5,600 tn			
EST. PERFORMED TO DATE	45,700 cy	9,560 tn	5,600 tn			
PERCENT PERFORMED TO DATE	100	100	100	0	0	100

ACTIVITIES THIS WEEK:
PROJECT COMPLETED JUNE 5, 1985

ISSUED THIRD NOTIFICATION JULY 24, 1987

FINAL REPORT FINAL REPORT FINAL REPORT

PROJECT VISITORS:
NONE

ACTIVITIES ANTICIPATED NEXT WEEK:
NONE

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):
Second Notification 6/05/85
THIRD NOTIFICATION 7/23/87 FINAL REPORT
Semifinal data submitted April 16, 1986

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Larry D. Lindley
Larry D Lindley

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

9775

```
***********************************************************
* DELIVER TO: REGION 3 HWY                                *
*                                                         *
*                                                         *
* ORIGINAL                                                *
* SENT:            04/21/87  TIME: 16:41                  *
* FROM:            CONSTRUCTION SECTION HWY               *
* SUBJECT:         SLOAM'S CURVE-CON. #9775               *
* PRINT DATE:      04/21/87  TIME: 16:41                  *
*                                                         *
***********************************************************
```

RECEIVED
STATE HWY ENGR
APR 29 '87
REFER TO
FO
Info | Inves | R/U | D.R.

DATE: April 21, 1987

CON 5
9775

TO: Bob Aldrich
Region 3 Construction Engineer

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
E. SCHWART

SUBJECT: Sloam's Curve
Contract No. 9775

The Weekly Reports for this project continue to state "Awaiting Letter Requesting Final Inspection". The Second Notice on this job was June 5, 1985. Third Notice has not been issued due to contractor's failure to submit the PR-47, as we understand it. Is there some reason that Weekly Reports are still being submitted on this project?

Please advise.

OBJ:ll

(2) Sent 4/24 CJB
cy Jackmond—

There is a claim pending
but has been resolved by
a P.A. As soon as we rec.
a P.A. from the contractor the
project will be complete except
maybe for the PR-47. The weekly
should have been and will be
updated.

BA

ROSEBURG REGION
RECEIVED
APR 21 1987
RE | RDS | RTS | ATS | TI | FAS | RSP | RPP | GEO

CAE J
COE — OM —
CE —
CA —
CAM —
EEO —
RECEIVED
APR 27 1987
CONSTRUCTION SECTION
SPC — TC —
SA — CC —
FE — CP —
PQC —
QCS —
FILE —

cy Lindley — info

9775

jc

11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-25(13)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10017

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
August 7, 1985

8. FEDERAL ROUTE NUMBER
Primary 25

9. STATE ROUTE NUMBER
Primary 62

10. GENERAL LOCATION:

Soam's Curve (Walton)

11. GENERAL DESCRIPTION OF WORK

Installation of additional signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8-7-85 as requested in Mr. Fredrickson's letter of 1-10-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $1,500; Federal Funds $1,322.

RECEIVED
STATE HWY ENGR
JAN 24 '86
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
1/24

14. DATE
1/23/86

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7775

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-75	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	10-15-85	County Lane
MODIFICATION NUMBER 3		Project Number F-25(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 13, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 660,000	$ 780,769
Federal funds	$ 581,790	$ 688,247
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: L. W. Rulien, P.E.

State Highway Division
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 17, 1985

FEDERAL AID PROJECT NO. F-25(13)

Soam's Curve (Walton) Section
Florence-Eugene Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
Roadway (Sta. 632+00 to Sta. 680+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Ditch Excavation	$ 10.00	775	$ 7,750.00	993.20	$ 9,932.00
Treated Base Mixture	12.00	8,800	105,600.00	9,561.08	114,732.96
Cement in Treated Base Mixture	78.25	485	37,951.25	559.91	43,812.96
Aggregate Shoulders	7.0 85	2,700	19,035.00	5,002.92	35,270.59
Class "C" Asphalt Concrete Mix	21.05	49	103,145.00	5,579.06	117,439.21
Asphalt Cement in Mixture	175.00	300	52,500.00	324.79	56,838.25
24-inch Culvert Pipe	21.60	290	6,264.00	356	7,689.60
Guardrail Type 2A	10.70	1,400	14,980.00	1,600	17,120.00
Extra for Asphalt Approaches	200.00	23	4,600.00	29	5,800.00
Furnish & Place Fabric (PA #3A)	1.30			2,076.7	2,699.71
Additional Flagging (PA #4A)	10.00			1,379.25	13,792.50
Additional Temporary Striping (PA #5A)	0.27			26,039	7,030.53
Additional Strip Removal (PA #6A)	0.65			7,859	5,108.35
Furnish Embankment (PA #7A)	5.89			705.77	4,156.99
Aggregate for CTB (PA #10A)	12.00			720.38	8,644.56
Asphalt Escalation (Adjustment #1A)	1,609.02			100	1,609.02
Install Perforated Pipe (F.A. #3)					7,629.08
Remove and Haul Excess Material (F.A. #5)					13,288.85
			$351,825.25		$472,595.16

Increase	$120,769.91
Subtotal from Estimate of November 8, 1984	582,138.20
Subtotal	$702,908.11
Engineering	77,860.89
Total	$780,769.00

Length of Roadway ----------------------- 0.909 mile
Cost of Roadway Per Mile --------------- $858,931.79

Federal Funds (88.15%)	$688,247.00
State Funds	92,522.00
TOTAL	$780,769.00

Group 1: 100%; Group 8: 0% (G-8 1/2 of Striping)
Contract No. 9775
Prefix: 20-1974
Prefix: C9775

RLC:me

9775

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
11-173

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State
Oregon

County
Lane

Project Number
F-25(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 23, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 623,750	$ 660,000
Federal funds	$ 549,835	$ 581,790
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13 day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 8, 1984

FEDERAL AID PROJECT NO. F-25(13)

SOAM'S CURVE (WALTON) SECTION
FLORENCE-EUGENE HIGHWAY
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE IOOO
ROADWAY (STA. 632+00 to STA. 680+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Treated Base Mixture	$ 12.00	8,800	$105,600.00	9,561.08	$114,732.96
Furnish and Place Stone Embankment (FA #1)	----	----	----	----	4,245.24
Remove A/C & Base Mat'l (FA #4)	----	----	----	----	4,600.00
Remove and Haul Excess Mat'l (FA #5)	----	----	----	----	16,100.00
	Subtotals		$105,600.00		$139,678.20

Increase	$ 34,078.20
Subtotal from estimate of April 19, 1984	548,060.00
Subtotal	$ 582,138.20
Engineering	77,861.80
Total	$ 660,000.00

Length of Roadway	0.909 mi.
Cost of Roadway Per Mile	$ 726,072.61
Federal Funds (88.15%)	$ 581,790.00
State Funds	78,210.00
Total	$ 660,000.00

Group 1 100% Group 8 0% (G-8 1/2 of Striping)
Contract No. 9775
Prefix: 20-1974
Prefix: 20-1086

WH:bkb

97.1[illegible]

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 10 254

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

[illegible]

Form Approved; O M B No. 04-R2089

State: Oregon

County: Lane

Project Number: F-25(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 23, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 623,750.00	$ 623,750.00
Federal funds	$ 623,750.00	$ 549,835.00
Other revisions		Appn Code 010

(Note: Additional Federal Funds Collected - $22,152.58)

This modification is made for the following reasons:
"The project agreement executed 4-23-84, is modified to decrease federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

SOAM'S CURVE
LANE CO
20-1086

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

STATE COPY

F

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-220	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-23-84	State: OREGON County: LANE Project No.: F-25(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 126, Soam's Curve (Walton) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-29-84	0.909
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 623,750	$ 549,835 *

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

* See Additional Provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator APR 23 84

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145. The additional Federal funds requested total $73,915. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 88.15 percent."

U S. GOVERNMENT PRINTING OFFICE: 1977—724-393 3-1

AGREEMENT PROVISIONS

oject No
F-25(13)

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 19, 1984

FEDERAL AID PROJECT NO. F-25(13)

SOAM'S CURVE (WALTON) SECTION
FLORENCE-EUGENE HIGHWAY
LANE COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 632+00 to Sta. 680+00)

Furnishing Field Laboratory	1	Each	2,000.00	$ 2,000.00
Mobilization		All Required		36,301.25
Temporary Protection and Direction of Traffic		All Required		5,400.00
Temporary Signs	164	Sq. Ft.	10.00	1,640.00
Temporary Barricades	30	Each	34.00	1,020.00
Temporary Plastic Safety Markers	30	Each	30.00	900.00
Temporary Delineators	50	Each	1.00	50.00
Flagmen	400	Hour	10.00	4,000.00
Temporary Striping	2,400	Lin. Ft.	0.27	648.00
Stripe Removal	1,000	Lin. Ft.	0.65	650.00
Clearing and Grubbing		All Required		30,600.00
Ditch Excavation	775	Cu. Yd.	10.00	7,750.00
General Excavation	46,471	Cu. Yd.	1.70	79,000.70
Trench Excavation	511	Cu. Yd.	10.80	5,518.80
Finishing Roadbed and Slopes		All Required		1,000.00
Watering	400	M-Gal.	10.00	4,000.00
Treated Base Mixture	8,800	Ton	12.00	105,600.00
Cement in Treated Base Mixture	485	Ton	78.25	37,951.25
Aggregate Shoulders	2,700	Ton	7.05	19,035.00
Class "C" Asphalt Concrete Mixture	4,900	Ton	21.05	103,145.00
Asphalt Cement in Mixture	300	Ton	175.00	52,500.00
12-inch Culvert Pipe	500	Lin. Ft.	13.00	6,500.00
24-inch Culvert Pipe	290	Lin. Ft.	21.60	6,264.00
36-inch Culvert Pipe	130	Lin. Ft.	32.40	4,212.00
Extra for Pipe Under Pavement	40	Lin. Ft.	16.20	648.00
Guard Rail, Type 2A	1,400	Lin. Ft.	10.70	14,980.00
Guard Rail Anchors, Type 1	4	Each	300.00	1,200.00
Guard Rail Anchors, Type 1 Modified	2	Each	650.00	1,300.00

Rail End Pieces, Type C	8 Each	85.00	680.00
Extra for Asphalt Approaches	23 Each	200.00	4,600.00
Delineators, Type 2	20 Each	20.00	400.00
Delineators, Type 3	24 Each	19.00	456.00
Delineators, Type 4	6 Each	10.00	60.00
Roadside Seeding and Mulching	5 Acre	550.00	2,750.00
			$ 542,760.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,000.00
Pavement Markers	All Required	500.00
Temporary Erosion Control	All Required	500.00
Work by Blachly-Lane Co. Co-op		2,300.00
		$ 5,300.00
	SUBTOTAL	$ 548,060.00
	Engineering	73,988.00
	TOTAL	$ 622,048.00

Length of Roadway -------------- 0.909 mi.
Cost of Roadway Per Mile ------- $684,321.23

RETAINED IN RESERVE

Permanent Signing	All Required	$ 1,500.00
	Engineering	202.00
	TOTAL	$ 1,702.00

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$622,048	$548,335	$73,713
Reserve	1,702	1,500	202
TOTAL	$623,750	$549,835	$73,915

Reimbursement 100% $623,750.00 Public Law 97-424, S145

Group 1: 100%; Group 8: 00%; (G-8 1/2 of Striping)
Contract No. 9775
Prefix: 20-1974
Prefix: 20-1086

SOAM'S CURVE (WALTON) SECTION
FLORENCE-EUGENE HIGHWAY
NONPARTICIPATING - STATE WORK

Single Mailbox Supports	5 Each	90.00	$450.00

CL:pf

9775

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:

DATE: July 24, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: Bruce M Walton for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-25(13)

Contract 9775, Work Completed June 5, 1985

Project Soam's Curve (Walton)

Highway Florence-Eugene

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 6-21-85

313

for Dale E. Wilken
Division Administrator

BMW:mk

cc: H. S. Coulter ✓
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
STAT. HWY ENGR
JUL 31 '85
REFER TO
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

734-2023 (2-85)

dmb

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon
IN COMPANY WITH Doug Green, Project Manager, OSHD			
DATE OF INSPECTION 6/21/85	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-25(13)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 99 %	WORK COMPLETED 100 %

SOAM'S CURVE (WALTON)
FLORENCE-EUGENE HIGHWAY
Grading and Paving

Work completed under this project consisted of the construction of roadbed, treated base and asphalt concrete pavement; installation of drainage pipe, guardrail and delineators; and roadside seeding and mulching on a 0.9 mile section of the Florence-Eugene Highway. A contract in the amount of $543,210.00 was awarded Fabricators, Inc., Salem, Oregon on 4/2/84. Contract work began on 4/24/84 and was completed in reasonably close conformance with the approved plans and specification on 6/5/85 at a final estimated cost of $782,934.98, which includes $596,676.00 for bid item work, $41,502.50 for work completed under approved price agreements, $44,957.48 for extra work, $4,799.00 for State force work and approximately $95,000.00 for engineering.

A total of 197 of the 200 calendar days allowed under the contract were used in completing the work. Liquidated damages in the estimated amount of $5,000.00 will be assessed for non-specification A.C. and A.C. compaction. The project manager indicated that all other materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements.

All major or significant overruns or underruns will be covered in the Final Acceptance Report.

Based on the results of this inspection final acceptance of the contract work is recommended.

RECEIVED
STATE HWY ENGR
JUL 15 '85
REFER TO
Fredrickson
FOR

cg
7/16

F

Form FHWA-1446A
(Rev. 2-84)

1985-466-568

May 7, 1985

Kaiser Cement Corporation
PO Box 3716
Seattle, WA 98124

CON 5
#9775

Attention: Harry C. Frost
Northwest Regional
Credit Manager

Gentlemen or Ladies:

We have received your letter dated April 17, 1985, stating that you have received final payment for materials furnished to Fabricators, Inc., in connection with Contract No. 9775 for the Som's Curve.

We also have in our suspense file a letter dated March 8, 1985, requesting that you be notified of the final acceptance of this project.

Do you still wish to be notified of the State's acceptance of this project?

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

9[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 10, 1985

TO: Oregon Transportation Commission

In Reply Refer to File No.: CON 5

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Soam's Curve (Walton) Section
Florence-Eugene Highway, Lane County
Contract No. 9775

This federal aid primary project is approximately 85 percent finished with completion anticipated in April, 1985, and it now appears that the final cost will exceed the project authorization by $147,300 or twenty-four percent.

It was necessary to relocate match points at three locations on the project in order to properly meet existing alignment and grades. Additional quantities of surfacing materials and related items were required to accomplish these changes and to construct the project to the planned typical sections. This work added approximately $57,500 to the cost of the project.

Importation of a minor amount of embankment material was necessary in order to complete an area during an early stage of construction. Final stage construction, however, resulted in an excess of material which had to be disposed of and this was utilized to improve safety at another location. This work added approximately $35,100 to the cost of the project.

Due to the horizontal and vertical alignment on the project, additional flaggers were required to slow the traffic as it approached the work areas. Flaggers were used at all times for safety and protection of traffic and of the workers. Additional flagging added $9,000 to the cost of the project.

The contractor was not able to complete the paving work in one season. It became necessary to provide temporary striping to the entire project at an additional cost of $6,500.

The cost of construction engineering overran as extra work was needed to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $147,300.00 to a new total of $771,788.35. This matter will be on the consent calendar for the January 22 meeting.

bc:	Fred Miller	R. W. Gormsen	C. O. Fredrickson
	V. E. Skoog	J. J. Gix	George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 10, 1985

O-B-Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Soam's Curve (Walton) Section
Florence-Eugene Highway, Lane County
Contract No. 9775

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The contractor was not able to complete the paving work in one season. It became necessary to provide temporary striping to the entire project at an additional cost of $6,500.

The cost of construction engineering overran as extra work was needed to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $147,300.00. Also Attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: J. J. Gix D. W. Greene B. M. Walton W. F. Cobine

81-125-1367

SC 9775 1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-25(10)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
7-11-84

4. PROGRAM NO.

5. ITEM NO. 10017

2A. COUNTY NAME Lane

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-16-84

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
Soam's Curve (Walton) Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 7-3-84 this will confirm the advance approval date of 5-16-84 contingent upon modification of Project Agreement if additional funds are required to proceed with the acquisition of File No. 53919 as shown on R/W Map 9B-22-5 at a TEC of $1,000 - F.F. $881.50.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUL 13 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig file

14. DATE 7-11-84

15. SIGNATURE OF APPROVING OFFICIAL Dale E. Wilken

16. TITLE Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9775

CON 21-4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: July 3, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

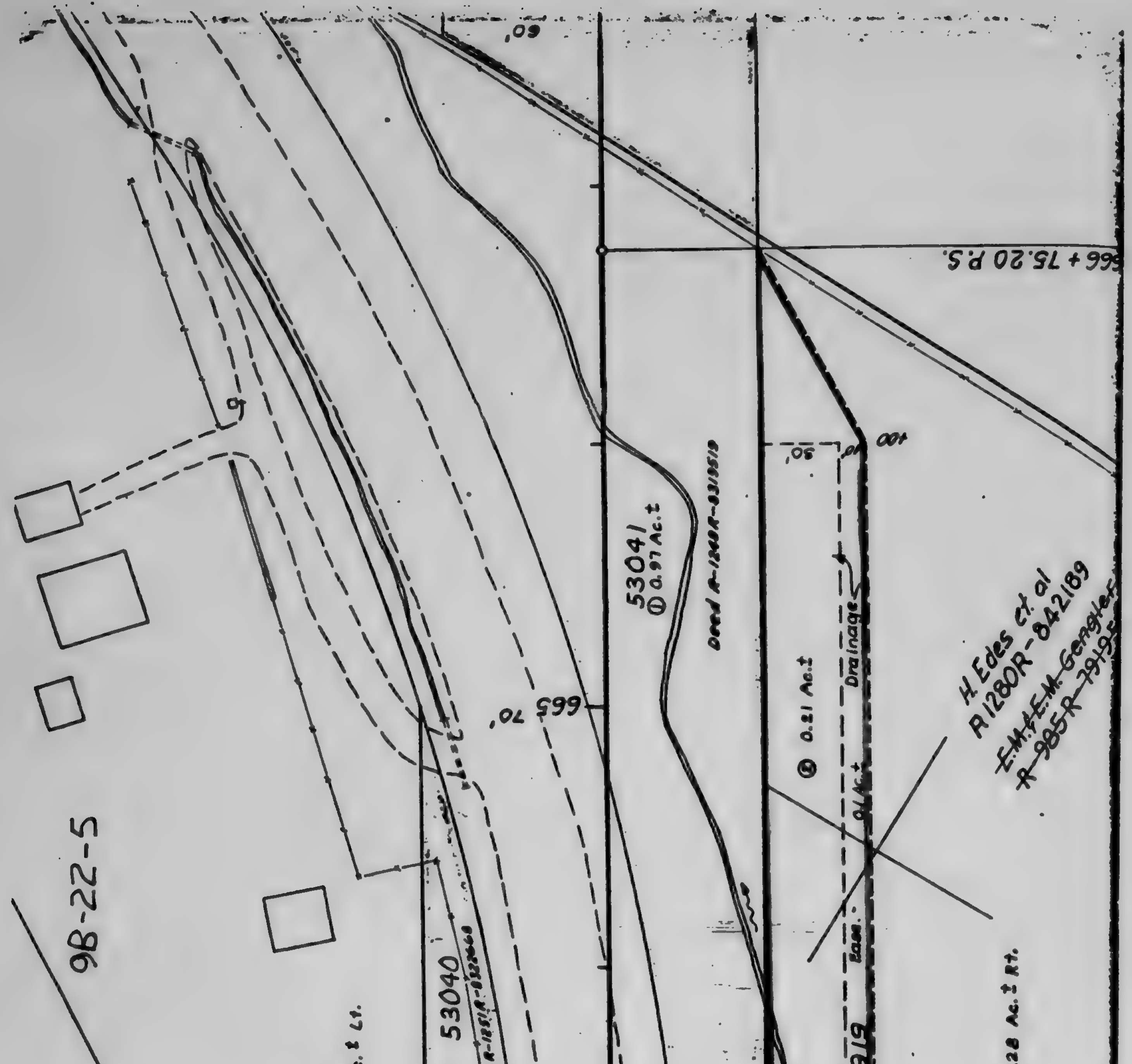
Subject: Project No. F-25(10)
Soam's Curve (Walton) Section
Lane County
File No. 53919

I request confirmation of verbal authorization of May 16, 1984, to proceed with acquisition of File No. 53919. This file is outlined in red on the attached print of map 9B-22-5.

The estimated total cost of this easement is estimated at $1,000.00 and does not require a relocation or moving allowance. An increase in federal funds is not anticipated at this time.

RDS:bkb
Attachment
cc: J. Boyd
Don Aman
General Files

Form 734-3122


9B-22-5
2.0 Ac.± Lt.
0.09 Ac.±
53040
53041
① 0.97 Ac.±
665 70'
666 + 75.20 P.S.
60'
50'
100
② 0.21 Ac.±
Drainage
.01 Ac.±
Perm. Ease.
53919
1.28 Ac.± Rt.
H. Edes et al
R1280R-842189
~~E.M. & E.M. Gengler~~
~~R-985R-79195~~
0.8 Ac.±
53039
S. 58°15'06"W.
N
31 Ac.± Lt.
D.L. Marshall
13203

9775 62

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

June 25, 1984

J. H. Versteeg
Road Design Engineer

File 53919
Soam's Curve (Walton) Section
Florence-Eugene Highway
Lane County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By: JBS
Julius B. Sevey
R/W Descriptions Coordinator

JBS:rlr
Attachments

" 1 1 15 Yamhill Co. N

PROJEC' PROSPECTUS
PART 4 — SURVEY AUTHORITY

YAMHILL CO.

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION: Willamina Creek (Fort Hill Road) Bridge	REGION: 2

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	3	536-1983	5-24-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 35,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		620	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		4,250
906 BRIDGE DESIGN		1,300	921 SPECIFICA-TIONS		1,000	938 REGION ENVIRONMENT		300
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		4,800	923 ENVIRONMENTAL SECTION		200	950 TRAINING		500
910 REGION GEOLOGIST		750	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		11,100	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		750	927 FREE BRIDGE DESIGN		17,000	929 free br/ spec's		1,500
914 REGION UTIL-ITY LIAISON		400	932 RAILROAD & UTILITIES		200			

RIGHT-OF-WAY PREFIX	TOTALS	$ 92,370
	PREVIOUS AUTHORIZATION	$ 63,500
FEDERAL AID PROJECT NUMBER: RS - A563(1)	ADD. AUTH. REQUIRED	$ 28,870

LOCATION ENGINEER'S REMARKS

The County Commissioners have requested the present proposal alignment be dropped in favor of an alternative alignment. Additional funds are required to re-design the project on the alternative alignment.

1 ✓

2 E

3

ROAD DESIGN SECTION

Action

NOTED
RICK KUEHN

"RING UP"

PREPARED BY: Norman S. Davis	DATE: 5-24-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE: 6/1/84
RECOMMENDED, REGION ENGINEER: X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X for	DATE: 8-29-84
RECOMMENDED, LOCATION ENGINEER: X	DATE: 5/29/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 8-16-84	

734-1914 (7-82)

.9775

April 17, 1984

Fabricators, Incorporated
2705 Lancaster Dr., N.E.
Salem, OR 97305

CON 5
#9775

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9775 for work on the Soam's Curve (Walton) Section of the Florence-Eugene Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: Industrial Indemnity Company
Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Robert Church
Jan Peterson
James Gix
Doug Greene

FABRICATORS INCORPORATED

2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

March 27, 1984

Oregon State Highway Division
Transportation Bldg.
Salem, OR 97310

Gentlemen:

Fabricators, Incorporated intends to subcontract to DBE/MBE/WBE Companies on the Soam's Curve (Walton) section. The items of work we will subcontract on this project are:

#9775

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	AMOUNT
02	Mobilization (Partial)	L.S.		$ 980.00
26	Guard Rail, Type 2	1400 lf	10.70	14,980.00
27	Guard Rail Anchors, Type 1	4 ea	300.00	1,200.00
28	Guard Rail Anchors, Type 1 Modified	2 ea	250.00	500.00
29	Rail End Pieces, Type C	8 ea	80.00	640.00
				$18,300.00

We will subcontract these items to a MBE enterprise, Arrow Brothers Corporation, Wilsonville, Oregon. These items should amount to 3.37 % of the contract amount.

We are pursuing additional DBE/MBE/WBE Enterprises, and if satisfactory subcontractors or suppliers can be obtained for this project, we will so inform you of our sucess in reaching an even higher goal on this particular project.

Very truly yours,

Jim Lambie

Jim Lambie,
Fabricators, Incorporated

JL:slk

RECEIVED
MAR 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9775

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: April 5, 1984

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 22, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened March 22, 1984 on the following projects:

1. Cascade Highway N @ Johnson Creek Boulevard
   Clackamas County
   Traffic Signals

   Pedestrian signals and sidewalk ramps will be installed for pedestrian/bicycle use.

2. Powers Junction-Shields Creek and
   Powers Junction-Warner Creek
   Coos Bay-Roseburg and Powers Highways
   Coos and Douglas Counties
   Paving

   Overlay. Eight-foot shoulders on Coos Bay-Roseburg Highway and four-foot shoulders on Powers Highway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Deschutes River (General Patch) Bridge
   South Century Drive, Deschutes County
   Grading, Paving and Structure

   Twelve-foot lanes with six-foot shoulders on structure and roadway. A six-foot bicycle path will also be constructed under the bridge connecting the park areas.

4. Lava Butte-Fremont Highway Junction
   The Dalles-California Highway-Old Shevlin Camp Road
   The Dalles-California and Fremont Highways

   Variable shoulders, four to eight feet, sufficient for bicycle use. The Dalles-California will be striped and signed with bike lane to S. Century Drive at M.P. 133.1.

5. Soams Curve
   Florence-Eugene Highway, Lane County
   Grading and Paving

   Twelve-foot lanes with five-foot shoulders. Shoulders will be striped and stenciled for bike lanes.

6. "Q" Street-S. "A" Street
   Springfield (2nd and 3rd Streets) Highway
   Lane County
   Paving
   Overlay Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. Johnson Creek Bridge (Gresham)
   Towle Avenue, Multnomah County
   Structure

   Five-foot sidewalks and four-foot shoulders on roadway and sturcture for bicycle and pedestrian use. Project has been designed to enable connection to a proposed future Johnson Creek Bikeway.

8. Project withdrawn.

9. NE Columbia Blvd-NE Sandy Blvd Park and Ride Lot
   Est Portland Freeway, Multnomah County
   Sidewalks and Bicycle Parking Facilities are Being Contructed.

10. Minam Grade
    Wallows Lake Highway, Union County
    Guardrail

    Same as No. 6.

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell

1775

rll

U. S. DEPARTMENT OF TRANSPORT N
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-25(2)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-26-84

4. PROGRAM NO.
5. ITEM NO. 10017

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/26/84
8. FEDERAL ROUTE NUMBER Primary 25
9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
Soam's Curve Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/20/84 I approve the revised Preliminary Engineering costs to a TEC of $63,350 - Federal Funds $55,841.

(Increase TEC $11,550 - Federal Funds $10,181)

RECEIVED
STAT HWY ENGR
MAR 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DN
3/29
KC

14. DATE 3/26/84
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9775

62N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION SOAM'S CURVE SECTION (WALTON) Lane County	REGION 3

*62 **SURVEY AUTHORITY**	AUTHORIZATION NO. 4	PREFIX 20-1974	DATE 3-19-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 25,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		1,500
903 LOCAL GOVERNMENT			918 LOCATION		7,500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		11,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		800
906 BRIDGE DESIGN		50	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		1,000	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		7,000	923 ENVIRONMENTAL SECTION		1,200	950 TRAINING		300
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		200
913 RIGHT-OF-WAY LIAISON		1,100	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		1,500	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 63,350
PREVIOUS AUTHORIZATION		$ 51,800
ADD. AUTH. REQUIRED		$ 11,550

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F-25(2)

LOCATION ENGINEER'S REMARKS

Requests form Final Design and R/W Descriptions for earthwork profiles and R/W slopes, in addition to an unanticipated noise study report, required additional expenditures.

RECEIVED
APR 9 1984
ROAD DESIGN SECTION

1 Versteeg
Anderson
DM Cy Adams
Cy Macnab
2 Edwards E
Terpin
3 Trout VT
Cy Wakerlig

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Bring Up

PREPARED BY Norman S. Davis	DATE 3-19-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 3/26/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 3-21-84
RECOMMENDED, LOCATION ENGINEER X	DATE 3/20/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9775

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-25(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10017

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
3/29

7. DATE AUTHORIZATION EFFECTIVE 3-9-84

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:

Soam's Curve (Walton) Section

11. GENERAL DESCRIPTION OF WORK

Program Change and Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 3-2-84 I approve the program change adding to the character of proposed work "Utility Adjustments."

Also, as requested, you are now authorized to proceed with the actual adjustments for the aerial power line relocation for Blachly-Lane County Co-op Electric Association on an actual cost basis estimated to be $2,300 - regular Federal-aid matching ratio appropriation code 010 $2,027 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $273.

I approve the Agreement with Blachly-Lane County Co-op Electric Association.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manaual.

14. DATE 3-9-84

15. SIGNATURE OF APPROVING OFFICIAL Robert B Hathaway

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

March 2, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
G. A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Line Relocation
Blachly-Lane County Co-Op Electric Assoc.
Soam's Curve (Walton) Section
Florence-Eugene Highway
Lane County
Project No. F-25(13)

Here is a copy of a lump sum estimate of cost to adjust Blachly-Lane County Co-Op Electric Association's facilities dated November 1, 1983, and a sketch showing their proposed relocation.

A certification prepared by John E. Christopherson as to the Association's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Association dated September 19, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Association's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,300.

JMC/GAP/llr
Enclosure
cc: ~~E. S.~~ Hunter
W. F. Cobine
Jack M. Cartwright
J. E. Christopherson

RECEIVED
TECHNICAL SERVICES
MAR 5 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

9975,   Yamhill Co. N

REGION 2 OFFICE MEMO

Date 2-29-84

Subject Willamina Creek Bridge Section   ~~File~~ Prefix No. 536-1983

Received (call) (visit) from Yamhill County

Address   Phone

Made (call) (visit) to

Reason for contact and general discussion

At a Yamhill County Commission meeting held today the Commission elected to withdraw approval of the present construction proposal and proceed with plans for constructing the new bridge on alignment "L". All work should stop on the present proposal. Commission documents will follow.

Signature Philip O. [illegible]
Region Federal Aid Specialist

cc: Doug Luth
Pete Fidler
Gary Potter

REFERRED TO
1 [illegible] Henry
Cone Edwards
2 Erikson FE Anderson
King Bedford Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

cc: Versteeg ✓
Turpin
Gilmour

1 Versteeg ✓
Anderson
2 Adams
Copy Macnab
Edwards
Turpin
Copy Trent
3 [illegible]

RECEIVED
MAR 5 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PROGRAM SECTION
MANAGER   PROJECT UNIT ✓
MAN. ASSIST.   PROGRAM UNIT ✓
REFER TO file
FOR

Returned data to Region 2 3-9-84
F. Erikson

7725

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-25(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10017

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Hdlg	Act	File

orig w/ att 3/13

7. DATE AUTHORIZATION EFFECTIVE 2/29/84

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
Soam's Curve (Walton) Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain, and pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* anticipated items as shown in your "PS&E" Estimate dated 2/24/84

13. REMARKS

As requested by Mr. Potter's letter of 2/27/84 I concur that it is in the public interest to advertise the subject project even though Right-of-Way Parcel No. 53208 has not been cleared. State will have legal and physical possession prior to requesting concurrence in award of contract.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 2/27/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $652,407. Regular Federal-aid matching ratio, appropriation code 010 in amount of $575,096 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $77,311.

A signed copy of the Title Sheet is returned herewith.

14. DATE 2/29/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoene

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7775

N

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

Yamhill Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Willamina Creek (Fort Hill Road) Bridge
Fort Hill County Road

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
2	536-1983	1-24-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 33,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS		300	936 REGION TRAFFIC		200
905 FINAL DESIGN		4,100	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		4,200
906 BRIDGE DESIGN		500	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		300
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,400	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		750	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		3,700	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		750	927 FREE BRIDGE DESIGN		8,500			
914 REGION UTIL-ITY LIAISON		400	932 RAILROAD & UTILITIES		200			
						TOTALS	$	$ 63,500
						PREVIOUS AUTHORIZATION		$ 39,800
						ADD. AUTH. REQUIRED		$ 23,700

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: RS - A563(1)

LOCATION ENGINEER'S REMARKS

Perform all necessary work to prepare Plans, Specifications, and Estimate to replace structure at M.P. 0.4 on Fort Hill County Road. Project length is 0 4 miles

RECEIVED
FEB 2 1984
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Weberlig

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PREPARED BY Ronald T. Noble	DATE 1-24-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/27/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9775

Pacific Northwest Bell
#13 Bell Center
272 Country Club Road
Eugene, Oregon 97401

NOTED
E. S. HUNTER

December 23, 1983

RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 11 1984
☐ M ☐ AM ☐ ADM ☐ RBR ☐ CA ☐ S
☐ PMS ☐ AS ☐ CE ☐ OS ☐ TA ☐ RUE
☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ F

RECEIVED
TECHNICAL SERVICES
JAN 11 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. John E. Christopherson
Region Utilities Specialist
1523 S.E. Cobb Street
P.O. Box 1128
Roseburg, Oregon 97470

Ref: Project #20-1974

Dear Sir:

In reference to your September 20, 1983 letter and our meeting on December 19, 1983 on the Soams Curve Section Project. I am returning one set of your preliminary plans which I have marked to show any adjustments and relocations that may be required of Telco facilities.

With deregulation of the phone company we will no longer be able to relocate Telco facilities for proposed projects from preliminary plans. Instead, finalized plans for fully funded projects will be required before plans can be engineered to relocate any Telco facilities. The "New P.N.B." will be able to react to public requirement projects with expediency. This of course will require close coordination and cooperation between all parties involved. Please include me in any preconstruction meetings that involve this project.

Further information concerning this matter should be directed to me, Dennis A. Thorsen, Engineer, at 272 Country Club Road, P.O. Box 10225, Eugene, Oregon, 97440, or telephone 484-8486.

Yours truly,

Dennis A. Thorsen
Dennis A. Thorsen
Engineer - P.N.B.

cc Hunter
note his position
this may impact our
operations - we will
continue to follow up
JB cc Trygstad

xc: J.B. Boyd

NOTED
E. S. HUNTER

cc Versteeg
Hunt
1-12-84

[redacted]

RECEIVED
JAN 10 1984
RR & UTILITY UNIT

9775

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

August 12, 1983

J. H. Versteeg
Road Design Engineer

File 53625 & 53626
Willamina Creek Bridge Section
Fort Hill Road (County Road)
Yamhill County

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project.

By: JBS
J. B. Sevey
R/W Descriptions Coordinator

JBS:rlr
Attachments

TMS

May 5, 1983

PUB 10-1

The Honorable William Frye
State Senator
S-217 State Capitol
Salem, OR 97310

Thank you for sending us a copy of the correspondence from your constituent, Richard R. Woods, Jr., of Walton. We recognize that right-of-way acquisition can be a disruptive experience, and we attempt to accommodate the request of the individual property owners whenever possible. We are aware of Mr. Woods' concern about this project, and we have attempted to expedite the purchase of his property.

The survey for this project was authorized by the Federal Highway Administration on July 24, 1980, but because of funding limitations we did not receive authorization to proceed with the right-of-way acquisition until February 3, 1983.

The Woods' property was given first priority by our appraisers, but since a portion of his septic tank system was involved in the right-of-way, it required 60 days to complete the appraisal. The replacement septic tank drain field system had to be approved by both the Lane County Sanitarian and the Oregon Department of Environmental Quality.

Negotiations with Mr. Woods started on April 29 and appear to be progressing now in a positive manner.

Please let us know if we can provide you with further information.

Fred D. Miller
Director

bc H. S. Coulter
George Bell
J. B. Boyd
Rod Henry

GHB:RH:jr:bb fn

WILLIAM (BILL) FRYE
STATE SENATOR, DISTRICT 22
(LANE AND DOUGLAS COUNTIES)

REPLY TO ADDRESS INDICATED:
☐ Senate Chamber
Salem, Oregon 97310
☐ 1977 Graham Drive
Eugene, Oregon 97405

OREGON STATE SENATE

April 28, 1983

Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Mr. Miller:

Enclosed is a copy of a letter I have received concerning one of my constituents.

T

Mr. Bowman owns property along State Highway 126 in Walton. He has engaged in a long and apparently frustrating process of negotiation with the Department of Transportation.

Please review the enclosed information and provide my office with a written report on the status of your department's intentions with regard to Mr. Bowman's property.

Sincerely yours,

Bill Frye

William (Bill) Frye
Senator

WF/lw

BOWMAN IS A HWY R/W AGENT.

CONSTITUENTS NAME IS RICHARD R. WOODS, JR.

RECEIVED
DOT DIRECTOR

APR 29 '83

REFER TO
Bell

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

April 29, 1983

NOTED
W. E. SCHWARTZ

ROW

Congressman Jim Weaver
House of Representatives
Longworth House Office Building
Washington, D.C. 20515

File 53207
Soam's Curve (Walton) Section
Florence-Eugene Highway
Lane County
FAP No. F-25(10)

Thank you for sending us a copy of the letter from Richard R. Woods, Jr., of Walton. We recognize that right-of-way acquisition can be a truamatic experience for many people and we attempt to accommodate the individual property owners in any way we can. We are aware of Mr. Woods, concern about this project and we have attempted to expedite the purchase of his property.

The survey for this project was authorized by the Federal Highway Administration on July 24, 1980, but because of funding limitations we did not receive authorization to proceed with right-of-way acquisition until February 3, 1983.

The Woods, property was given first priority by our appraisers but since a portion of his septic tank system was involved in the right-of-way it required 60 days to complete the appraisal. The replacement septic tank drainfield system had to be approved by both the Lane County Sanitarian and the Oregon Department of Environmental Quality.

Our appraisal of Mr. Woods, property has been completed and negotiations are now underway.

If we can provide you with any further information please let us know.

/s/ E. S. Hunter
H. S. Coulter
State Highway Engineer

RH:jh st

bc Fred D. Miller
E. S. Hunter
W. E. Schwartz
Rod Henry
Jim Gix

JIM WEAVER
4TH DISTRICT, OREGON

COMMITTEES:
AGRICULTURE
INTERIOR AND INSULAR AFFAIRS

JOE RUTLEDGE
ADMINISTRATIVE ASSISTANT

Congress of the United States
House of Representatives
Washington, D.C. 20515

WASHINGTON OFFICE:
LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-6416

DISTRICT OFFICES:
FEDERAL BUILDING
211 EAST 7TH AVENUE
EUGENE, OREGON 97401
(503) 687-6732

April 21, 1983

RECEIVED
STATE HWY ENGR
APR 25 '83
REFER TO Boyd
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

Mr. H. S. Coulter, State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

(due 5-3)

Dear Mr. Coulter:

I am writing in behalf of one of my constituent's, Mr. Richard Woods of Walton, Oregon.

Mr. Woods has property fronting on Highway 126 and is slated for property acquisition to complete the Soames Curve project of your agency. A copy of Mr. Wood's letter is enclosed for your information.

It appears that Mr. Woods has made every attempt to cooperate and participate in the development of Highway 126 program for an extended period of time. Yet, he remains frustrated and without adequate information regarding the process and criteria for property acquisition. This is an extremely sensitive matter. The Highway Division stands to disrupt lives and families and therefore, I believe, you must work with affected property owners in good faith and mutual respect.

Please contact Mr. Woods with more specific detail about acquisition and with a time frame adequate for citizens to respond in a complete and thorough manner.

Thank you for your attention to this matter. If I may provide any assistance to you, do not hesitate to call on me.

Sincerely,

Jim Weaver

JIM WEAVER
Member of Congress

JW:cws
cc: Senator Bill Frye
Rep. Larry Campbell
County Commissioner Chuck Ivey

4-26-83
Boyd
Investigate and R/D reply.
SSH

19653 Hwy. 126
Walton, Oregon 97490
April 10, 1983

Mr. James Weaver
United States Representative
House of Representatives
Washington, D.C. 20515

RECEIVED
APR 2
EUGENE OFFICE

Dear Congressman Weaver:

I seek your assistance in an attempt to avoid litigation against the Oregon Department of Transportation, concerning the acquisition of part or all of my property as Public Right of Way, Soames Curve Project, State Highway #126, Walton.

I currently own .81 acres fronting Highway #126, and since April 1982 have had survey stakes crossing my property. Having had no contact by any representative of the Oregon Department of Transportation by late May of 1982 I contacted Mr. Greg Bowman, Eugene Office, Oregon State Highway Division, and requested any available information concerning the Soames Curve Project. Because of transfers within the Engineering Division of the State Highway Department, Mr. Bowman was unable to furnish a preliminary copy (enclosed) of the proposed construction until June 30, 1982. I contacted Mr. Bowman again the following week in an attempt to gain information pertaining to acquisition practices and time frames involved. Mr. Bowman, at that time, indicated acquisition was tentatively slated for August or September of 1982, and provided me with copies of two Oregon Department of Transportation pamphlets titled, "Acquiring Land for Highways and Public Projects", and "Moving Because of the Highway or Public Projects". I indicated to Mr. Bowman at that time the possibility of difficulty due to the proximity of the proposed acquisition in relation to the existing and designated replacement septic systems. Mr. Bowman suggested that in order to expedite the acquisition process it might be beneficial to have and make available any pertinent plot plans, septic layout, building permits and applicable regulations, for the perusal of the designated Right of Way Agent at such time as the acquisition process were to be initiated.

I assembled all available information, maintained contact with Mr. Bowman and received information of repeated changes of the contract bid date. In November, Mr. Bowman referred me to Mr. Neal Flanigan, Region III Supervisor, Roseburg, and I attempted to acquaint him with the difficulties that I perceived, namely, that total acquisition appeared to be a definite possibility because of septic regulation. Mr. Flanigan then indicated that acquisition should be initiated during November or December. I indicated to Mr. Flanigan, as I had previously to Mr. Bowman, my desire to proceed as quickly as possible with the acquisition procedure due to the out-of-state nature of my employment, and quite understandably I believe, that I had a desire to be present during the acquisition process. In addition, I asked of the possibility of beginning a hardship proceeding (described earlier to me by Mr. Bowman) because of the difficulties caused by my employment. Mr. Flanigan stated that it would most likely be futile due to the near proximity of acquisition proceedings.

In an attempt to gain additional information, I contacted Mr. Buzz Swann of the Construction Division, Oregon Department of Transportation, Salem. In response to my call in February, Mr. Swann indicated that Design Hearings had been held and necessary acquisition funds had been approved, and that he would contact Mr. Flanigan regarding my interest in expediting the acquisition procedure.

Mr. Stuart Leibowitz contacted me the week following my conversation with Mr. Swann and requested permission to make initial inspection of the involved property on February 22. During the two subsequent visits by Mr. Leibowitz on February 22 and March 4, I attempted to acquaint him with the difficulties presented by the proposed acquisition. I provided copies of plot plans, building permits, Department of Environmental Quality regulations and agreed, at Mr. Leibowitz request, to stake out the existing septic and designated replacement septic areas. I also, at Mr. Leibowitz request contacted Lane County Department of Environmental Quality and was advised that to ascertain correct septic setbacks, they would need information regarding the depth of ditches and shoulder contour followed by on-site inspection by a Department of Environmental Quality representative.

I passed this information on to Mr. Leibowitz during the March 4 visit and he said that he would acquaint his supervisor, Mr. Flanigan, with the available information.

During the three weeks following the March 4 visit I stayed in contact with Mr. Leibowitz and was informed that the Department of Environmental Quality required a complete contour map of my property, which was accomplished by a four man Department of Transportation crew, at considerable expense.

Contact with Department of Environmental Quality representative Stan Petrasic on March 29, indicated that the contour map was unnecessary and of no value, and reiterated that the information requested was that of shoulder contour and ditch depth of the proposed highway improvement. I then drove to Roseburg and confronted Mr. Leibowitz who indicated a complete lack of comprehension as to what was necessary for the Department of Environment Quality to make a determination regarding the affected property.

Telephone conversation with Mr. Flanigan on April, during which he stated that the issue of septic involvement was entirely unrelated to the acquisition process at this time, has caused me to question the character of property acquisition as practiced by the Oregon Department of Transportation.

At no time prior to the Design Hearings were property owners involved in this project contacted by a representative of the Oregon Department of Transportation concerning the effect of the proposed project, and indeed, several property owners were unaware of involvement until the onset of acquisition in February.

According to the pamphlet "Acquiring Land for Highways and Public Projects" provisions are amply described under the section heading "Public Hearings" for the property owners to be contacted during the survey and given the opportunity to testify during the Design Hearings. No contact was made during the survey and no public notification or invitation to affected property owners ever took place.

Since long before the initiation of the acquisition process, I have made every effort to provide information to representatives of the Oregon Department of Transportation concerning the effect of the project on my property and specifically in the last eight weeks, have done more than I feel should be necessary to acquaint Mr. Leibowitz and Mr. Flanigan. I in turn have received virtually no correct information, bemused indifference and contrmpt from Mr. Leibowitz and Mr. Flanigan, and exposure to a system rife with incompetence and lack of mutual regard.

Inasmuch as Mr. Flanigan also stated in our April 1st conversation that the published information describing acquisition practices was routinely offered to to affected property owners only at the time of an authorized offer to purchase affected property, I must conclude that there is a deliberate attempt to prevent those same property owners from having an opportunity to fully understand the lawful participation and information to which they are entitled.

I don't feel the Oregon Department of Transportation has followed the dictates of its own published literature, nor do I feel that the provisions of Public Law 91-646 are being adhered to.

In closing, I would like to state that I feel that the Oregon Department of Transportation has blatantly ignored the responsibilities necessary to make fair, equitable, and expeditious settle ment with the affected property owners, and I feel the only recourse left is to seek you assistance.

I also intend to acquaint the news media of the aforementioned difficulties in that they have in the recent past been very effective in directing Oregon Department of Transportation attention to this particular section of highway.

Thank you for your consideration and I remain,

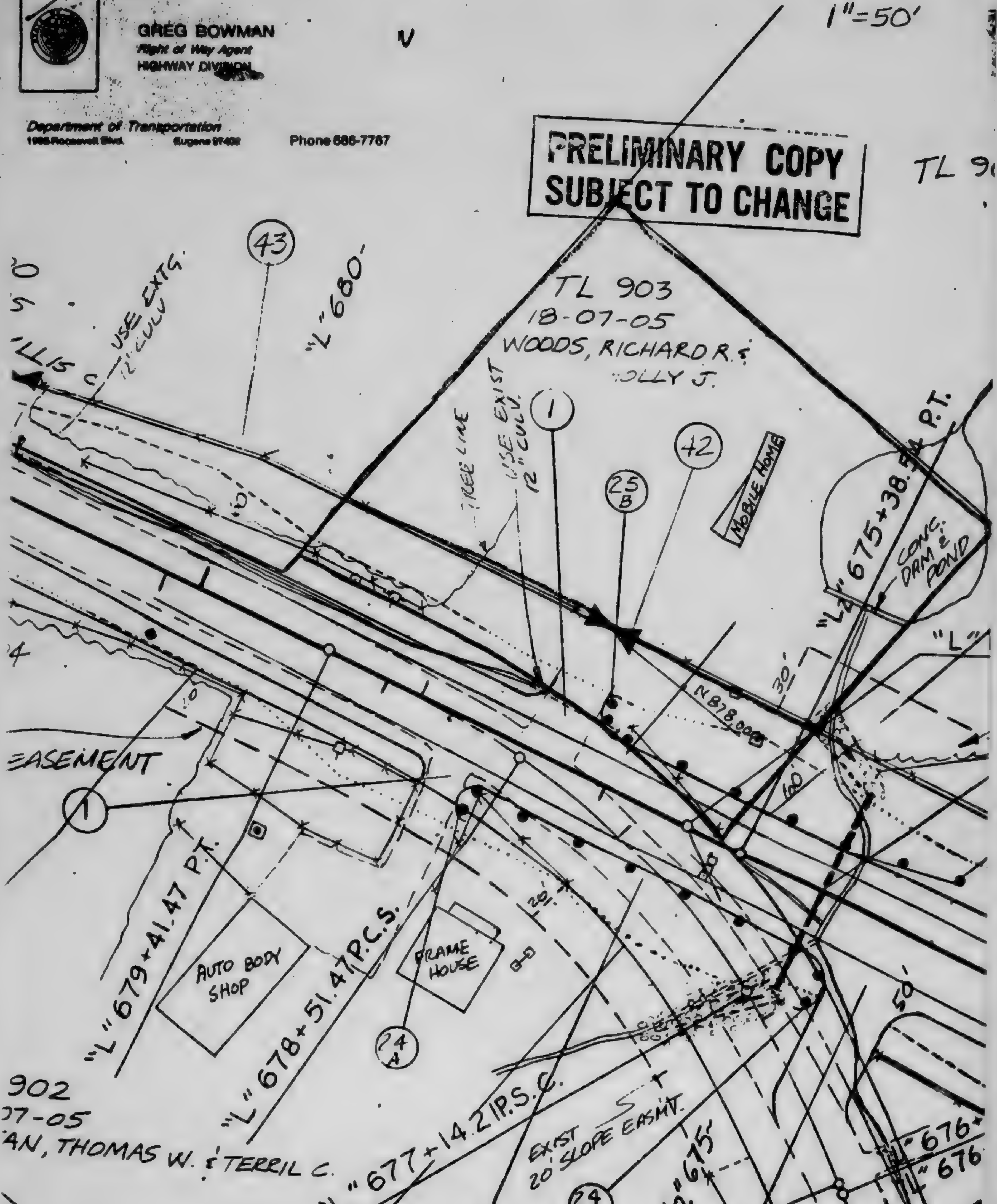
Respectively yours,

Richard R. Woods, Jr.

GREG BOWMAN
Right of Way Agent
HIGHWAY DIVISION

Department of Transportation
1986 Roosevelt Blvd. Eugene 97402 Phone 686-7767

PRELIMINARY COPY
SUBJECT TO CHANGE


V
1"=50'
TL 9
TL 903
18-07-05
WOODS, RICHARD R. &
OLLY J.
43
"L" 680
USE EXTG.
12" CULV.
LLIS C
05
TREE LINE
USE EXIST
12" CULV.
1
42
25
B
MOBILE HOME
"L" 675+38.74 P.T.
CONC. DAM & POND
"L"
30'
N 878,000
60'
EASEMENT
1
"L" 679+41.47 P.T.
"L" 678+51.47 P.C.S.
AUTO BODY SHOP
FRAME HOUSE
20'
24
A
902
07-05
AN, THOMAS W. & TERRIL C.
"L" 677+14.21 P.S.C.
EXIST 20' SLOPE EASMT.
24
A
24
P.S. "L2" 675
50'
"L" 676
"L" 676
"L" 67

7715

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
W. E. SCHWARTZ

April 22, 1983

In Reply Refer to
File No.:

Representative Larry Campbell
H395 Capitol Building
Salem, Oregon 97310

RE: File 53207
Soam's Curve (Walton)
Section
Florence-Eugene Highway
Lane County
FAP No. F-25(10)

Dear Representative Campbell:

The letter you received from your constituent, Richard R. Woods, Jr., relates to the Soam's Curve (Walton) Section of the Florence-Eugene Highway. This is a minor project that will improve a dangerous curve located between Walton and Noti. The project has been on our list of potential projects for several years, but because of higher priorities and lack of funding, we did not receive federal approval to proceed with the field survey until July 24, 1980. The field survey was completed on a time available basis during the latter part of 1980 and early 1981. Funds became available in 1983 and we received Federal Highway Administration approval to proceed with right-of-way acquisition on February 3, 1983.

Although right-of-way will be required for this project, no homes will be acquired and none of the occupants will be displaced. It was also determined that there would not be a significant environmental or economic impact in the area because of the project. Under these conditions a public hearing is not required; however, the Highway Division does attempt to contact all the interested parties in the area before the field survey work begins so that they may be informed of the impending project.

On March 24, 1981, a Right of Way Agent from the Roseburg Office contacted seven property owners in the project area. He explained to them that the field engineering work had started, but right-of-way acquisition and final construction of the project still depended on future funding. Our records are somewhat sketchy concerning these contacts, but they do indicate that an individual named "Woods" was contacted during this period. We cannot verify whether this was Mr. or Mrs. Woods or some other individual on their property. We do, however, believe that sufficient contact was made with property owners in the area to ensure that they were adequately informed of the proposed project.

RECEIVED
TECHNICAL SERVICES
APR 25 '83
REFER TO
Schwartz
FOR

Info	Invest	R/D	O/R	Sign	Act	File
X						

Form 734-3122

After the project was authorized on February 3, 1983, we assigned two staff appraisers to appraise the 14 properties involved. Since Mr. Woods had indicated that he was anxious to complete the transaction as rapidly as possible, his property was given first priority. Unfortunately, because of complications involved in the appraisal of his property, it took approximately two months to complete the appraisal.

The problems concerning the appraisal of the Woods' property are those that are outlined in Mr. Woods' letter. They concern the proper method of evaluating the impact on his property because of the loss of his septic tank drainfield replacement site. In Lane County, besides having a septic tank drainfield you must also have an area for a replacement site in case the primary system fails. The highway taking will eliminate the replacement drainfield site. The appraiser had to determine the legal and physical requirements for this type of replacement system in order to provide a valid appraisal. The State's appraiser, in order to complete his appraisal, had to obtain confirmation of his plan for an adequate replacement system from both the Department of Environmental Quality and the Lane County Sanitarian. Part of this requirement was that the Highway Division prepare a contour map of Mr. Woods' property. I personally confirmed this with the Lane County Sanitarian and he has informed me that this information was and is necessary if we are to make a valid appraisal of the property.

Mr. Woods' major concern appears to be the time that it has taken to obtain project approval and complete the appraisal of his property. He contends that the Highway Division has not followed the provisions of Public Law 91-646.

We recognize that it is difficult for an owner to comprehend the complex procedures that are now required to bring a project even of this size to completion. It is in fact the provisions of Public Law 91-646 that create many of the requirements that result in delaying the project. We believe we have performed all of our activities on this project in a reasonable and prudent manner within the limits of the requirements of existing laws and regulations. I also recognize that this is of little consolation to a property owner when he is deeply concerned about the impact of a project on his property. We have tried to accommodate Mr. Woods and the other 13 property owners in the area as best we could. We have completed all of the appraisals on this project and will be negotiating with Mr. Woods and the other owners very shortly. I hope to assign a negotiator to this project by the 1st of May.

The impact on Mr. Woods' property will be substantial and we intend to pay him for the land that will be taken, for the damages to his property caused by the loss of his replacement septic tank drainfield and the trees and other land improvements in the taking. We believe that the homesite will still be habitable even though slightly less desirable because of the loss of his trees, but it is our intent to adequately compensate him for these losses.

During several conversations with Mr. Woods our appraiser got the impression that Mr. Woods felt that the property was damaged beyond the point where it could continue to serve as a homesite and he would want to sell the entire property to the State. This is still a conjecture on our part, but it appears likely that this is the approach that Mr. Woods will take.

By law we must first offer to buy only that property that is required for highway right-of-way. If the owner then insists that we buy his remaining property it is something that we can consider during negotiations, but each case is handled on an individual basis considering the severity of the damages to the remainder and the total cost to the highway fund. This may be a reasonable alternative in this case, but we cannot make a commitment until negotiations with Mr. Woods have started and we get a better feel for what his demands will ultimately be.

Since we have not made an offer to Mr. Woods his reference to litigation is premature. If after receiving the State's offer he still feels that he has not been treated fairly, he certainly has the right to have his case heard by a jury of his peers. Before going this far, however, I do believe that we still have a reasonable chance of reaching a settlement with Mr. Woods.

If you require any further information please contact me at 378-6299.

Very truly yours,

Rod Henry

Rod Henry, Assistant
Right of Way Manager

RH:jh
cc: E. S. Hunter ✓

RIGHT OF WAY ADMINISTRATION
RECEIVED
APR 19 1983
☐ M ☐ AM ☐ ADM ☐ RGH ☐ CA ☐ LS
☐ PMS ☐ AS ☐ CC ☐ US ☐ TA ☐ RUE
☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ F

965[illegible] Hwy. 126
Walton, Oregon 97490
April 10, 1983

Mr. Larry Campbell
State Representative
Capitol Building
Salem, Oregon 97310

Dear Mr. Campbell:

I seek your assistance in an attempt to avoid litigation against the Oregon Department of Transportation, concerning the acquisition of part or all of my property as Public Right of Way, Soames Curve Project, State Highway #126, Walton.

I currently own .81 acres fronting Highway #126, and since April 1982 have had survey stakes crossing my property. Having had no contact by any representative of the Oregon Department of Transportation by late May of 1982 I contacted Mr. Greg Bowman, Eugene Office, Oregon State Highway Division, and requested any available information concerning the Soames Curve Project. Because of transfers within the Engineering Division of the State Highway Department, Mr. Bowman was unable to furnish a preliminary copy (enclosed) of the proposed construction until June 30, 1982. I contacted Mr. Bowman again the following week in an attempt to gain information pertaining to acquisition practices and time frames involved. Mr. Bowman, at that time, indicated acquisition was tentatively slated for August or September of 1982, and provided me with copies of two Oregon Department of Transportation pamphlets titled, "Acquiring Land for Highways and Public Projects", and "Moving Because of the Highway or Public Projects". I indicated to Mr. Bowman at that time the possibility of difficulty due to the proximity of the proposed acquisition in relation to the existing and designated replacement septic systems. Mr. Bowman suggested that in order to expedite the acquisition process it might be beneficial to have and make available any pertinent plot plans, septic layout, building permits and applicable regulations, for the perusal of the designated Right of Way Agent at such time as the acquisition process were to be initiated.

I assembled all available information, maintained contact with Mr. Bowman and received information of repeated changes of the contract bid date. In November, Mr. Bowman referred me to Mr. Neal Flanigan, Region III Supervisor, Roseburg, and I attempted to acquaint him with the difficulties that I perceived, namely, that total acquisition appeared to be a definite possibility because of septic regulation. Mr. Flanigan then indicated that acquisition should be initiated during November or December. I indicated to Mr. Flanigan, as I had previously to Mr. Bowman, my desire to proceed as quickly as possible with the acquisition procedure due to the out-of-state nature of my employment, and quite understandably I believe, that I had a desire to be present during the acquisition process. In addition, I asked of the possibility of beginning

4-18-83
Boyd
A/D reply for Coulter
Due 4-21
EJH

a hardship proceeding (described earlier to me by Mr. Bowman) because of the difficulties caused by my employment. Mr. Flanigan stated that it would most likely be futile due to the near proximity of acquisition proceedings.

In an attempt to gain additional information, I contacted Mr. Buzz Swann of the Construction Division, Oregon Department of Transportation, Salem. In response to my call in February, Mr. Swann indicated that Design Hearings had been held and necessary acquisition funds had been approved, and that he would contact Mr. Flanigan regarding my interest in expediting the acquisition procedure.

Mr. Stuart Leibowitz contacted me the week following my conversation with Mr. Swann and requested permission to make initial inspection of the involved property on February 22. During the two subsequent visits by Mr. Leibowitz on February 22 and March 4, I attempted to acquaint him with the difficulties presented by the proposed acquisition. I provided copies of plot plans, building permits, Department of Environmental Quality regulations and agreed, at Leibowitz request, to stake out the existing septic and designated replacement septic areas. I also, at Mr. Leibowitz request, contacted Lane County Department of Environmental Quality and was advised that to ascertain correct septic setbacks, they would need information regarding the depth of ditches and shoulder contour followed by on-site inspection by a Department of Environmental Quality representative.

I passed this information on to Mr. Leibowitz during the March 4 visit and he said that he would acquaint his supervisor, Mr. Flanigan, with the available information.

During the three weeks following the March 4 visit I stayed in contact with Mr. Leibowitz and was informed that the Department of Environmental Quality required a complete contour map of my property, which was accomplished by a four man Department of Transportation crew, at considerable expense.

Contact with Department of Environmental Quality representative Stan Petrasic on March 29, indicated that the contour map was of no value, unnecessary, and reiterated that the information requested was that of shoulder contour and ditch depth of the proposed highway improvement. I then drove to Roseburg and confronted Mr. Leibowitz who indicated a complete lack of comprehension as to what was necessary for the Department of Environmental Quality to make a determination regarding the affected property.

Telephone conversation with Mr. Flanigan on April 1, during which he stated that the issue of septic involvement was entirely unrelated to the acquisition process at this time, has caused me to question the character of property acquisition as practiced by the Oregon Department of Transportation.

At no time prior to the Design Hearings were property owners involved in this project contacted by a representative of the Oregon Department of Transportation concerning the effect of the proposed project, and indeed, several property owners were unaware of involvement until the onset of acquisition in February.

According to the pamphlet "Acquiring Land for Highways and Public Projects" provisions are amply described under the section heading "Public Hearings" for the property owners to be contacted during the survey and given the opportunity to testify during the Design Hearings. No contact was made during the survey and no public notification or invitation to affected property owners ever took place.

Since long before the initiation of the acquisition process, I have made every effort to provide information to representatives of the Oregon Department of Transportation concerning the effect of the project on my property and specifically in the last eight weeks, have done more than I feel should be necessary to acquaint Mr. Leibowitz and Mr. Flanigan. I in turn have received virtually no correct information, bemused indifference and contempt from Mr. Leibowitz and Mr. Flanigan, and exposure to a system rife with incompetence and lack of mutual regard.

Inasmuch as Mr. Flanigan also stated in our April 1 conversation that the published information describing acquisition practices was routinely offered to affected property owners only at the time of an authorized offer to purchase affected property, I must conclude that there is a deliberate attempt to prevent those same property owners from having an opportunity to fully understand the lawful participation and information to which they are entitled.

I don't feel the Oregon Department of Transportation has followed the dictates of its own published literature, nor do I feel that the provisions of Public Law 91-646 are being adhered to.

In closing, I would like to state that I feel that the Oregon Department of Transportation has blatantly ignored the responsibilities necessary to make fair, equitable, and expeditious settlement with the affected property owners, and I feel the only recourse left is to seek your assistance.

I also intend to acquaint the news media of the aforementioned difficulties in that they have in the recent past been very effective in directing Oregon Department of Transportation attention to this particular section of highway.

Thank you for your consideration and I remain,

Respectively yours,

Richard R. Woods, Jr.

Richard R. Woods, Jr.

9775

2-3-83

GENERAL FILES

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-25(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10017

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/3/83

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
Soam's Curve (Walton) Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 1/26/83 you are authorized to proceed with the acquisition of files 53034 through 53041, 53200 [illegible] and 53206 through 53210 as shown on R/W map 9B-22-5 at a TEC of 2 $110,000 Federal Funds $96,965.

Federal participation if limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
FEB 8 '83
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act

14. DATE 2/3/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1175

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

Date: January 26, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section manager

Subject: Project Data Submission
Item No. 10017
Project No. F-25(10)
Soam's Curve (Walton) Section
Lane County

Enclosed is data consisting of PR-1 forms, project maps, and right-of-way map 9B-22-5 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $110,000 with an obligation of $96,965 in Federal funds. The areas to be acquired are as outlined in red on the enclosed right-of-way map. No relocation assistance is involved.

A copy of the State Clearinghouse A-95 review conclusions has been forwarded previously.

CL:bks
Enc.
cc: J. Boyd
F. Lowe
General Files

Form 734-3122

1775

62

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

December 16, 1982

J. H. Versteeg
Road Design Engineer

Files 53034 through 53041,
53200 & 53206 through 53210
Soam's Curve (Walton) Section
Florence-Eugene Highway
Lane County

Attached are descriptions (14 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for June 30, 1983.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
[illegible]
Wakerlig

RECEIVED
DEC 16 1982
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up ___/___/
Action

9775

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11 - 18 82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-25(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10017

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/18/82
8. FEDERAL ROUTE NUMBER Primary 25
9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
Soams Curve Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 11/1/82 I approve the revised Preliminary Engineering Costs to a TEC of $51,800 Federal Funds $45,660.

(Increase TEC $20,500 Federal Funds $18,070)

RECEIVED
STATE HWY ENGR
NOV 26 '82
REFER TO Moehring
FOR
Info Inv R/D D/R Sign Act File

Orig to 11/24

14. DATE 11/18/82
15. SIGNATURE OF APPROVING OFFICIAL G. K. H[illegible]
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-75)
PREVIOUS EDITIONS MAY BE USED

FAS A563

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

REGION 2

SECTION
Willamina Creek (Fort Hill Road) Bridge
Fort Hill County Road Fas A563

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 536-1983

DATE copied 10/26/82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 16,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		1,500
906 BRIDGE DESIGN	see (927)		921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		300
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		750	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		3,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		750	927 FREE BRIDGE DESIGN		8,500			
914 REGION UTILITY LIAISON		400	932 RAILROAD & UTILITIES		200			

TOTALS	$39,800	$ 39,800
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
RS- A563(1)

LOCATION ENGINEER'S REMARKS

Perform all necessary work to prepare Plans, Specifications, & Estimate to replace structure @ M.P. 0.4 on Fort Hill County Road. Project lemgth is 0.4 miles.

1 Verstoeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Terpin
4 Trout
Wakerlig

RECEIVED
JAN 5 1983
ROAD DESIGN SECTION

cpy- Watson

Do Not File
Return To
Bring Up ___/___
Action

Approved by Hwy. Eng'r. 9/23/82, $32,000 FAS-C.

PREPARED BY Phillis V. Lewellyn	DATE 10-26-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 11/22/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 11-18-82
RECOMMENDED, LOCATION ENGINEER X Frank E. Terpin	DATE 11/18/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-17-82	

734-1914 (7-82)

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX 536-1983

1 - IDENTIFICATION

PROJECT NAME: Willamina Creek (Fort Hill Rd.) Bridge Section

HIGHWAY NAME: Fort Hill Road

HIGHWAY NUMBER: FAS-A-563

REGION: 2

ADMINISTRATIVE DISTRICT: 3

COUNTY: Yamhill

CITY

LENGTH: 0.4 mi.

MILEPOST NUMBER: 0.0 TO 0.4

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Yamhill County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace the existing bridge. Work includes constructing a new bridge and approaches and removing the existing bridge. It is anticipated that the new structure can be constructed upstream of the existing bridge which will cause minimum disruption of traffic.

Existing structure has a 20 ton load limit.

Legalization of R/A for current roadway will be required.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 670 ADT

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 40

DESIGN STANDARDS: AASHTO*

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

*With exceptions for roadway and structure widths.
Considerations: Length of structure, limited truck traffic and road system which serves an area in which urban type growth is not anticipated.

APPROVED

Location Engineer

Date 11/8/82

3 - FEATURES

	EXIS G NUMBER AND WIDTH	OPOSED NUMBER AND WIDTH
TRAVEL LANES	2(10)	2(12)
SHOULDERS	Var. 0-2 gravel	2(2') paved + 2(2') gravel
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	Bikes may use paved shoulders
INTERCHANGES	None	None
OTHER:		Structure width proposed 28'

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☐	☒
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ________	☐	☒	☐
Stream Willamina Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	S	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☐	☒	Requires Reconnaissance Survey	☐	☒	☐
Material Source commercial	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Aerial Power/Tele - Buried Tele which has conduit on bridge

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	4
P.S. & E. DOCUMENTS	( )	4

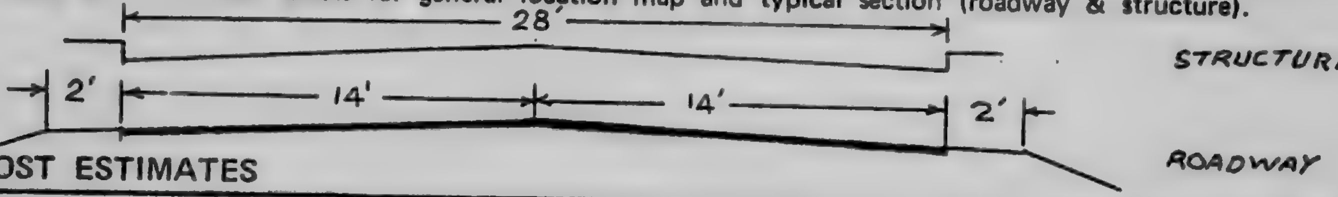
RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"	
Aggregate Base	12"	

7 - TYPICAL SECTION AND LOCATION

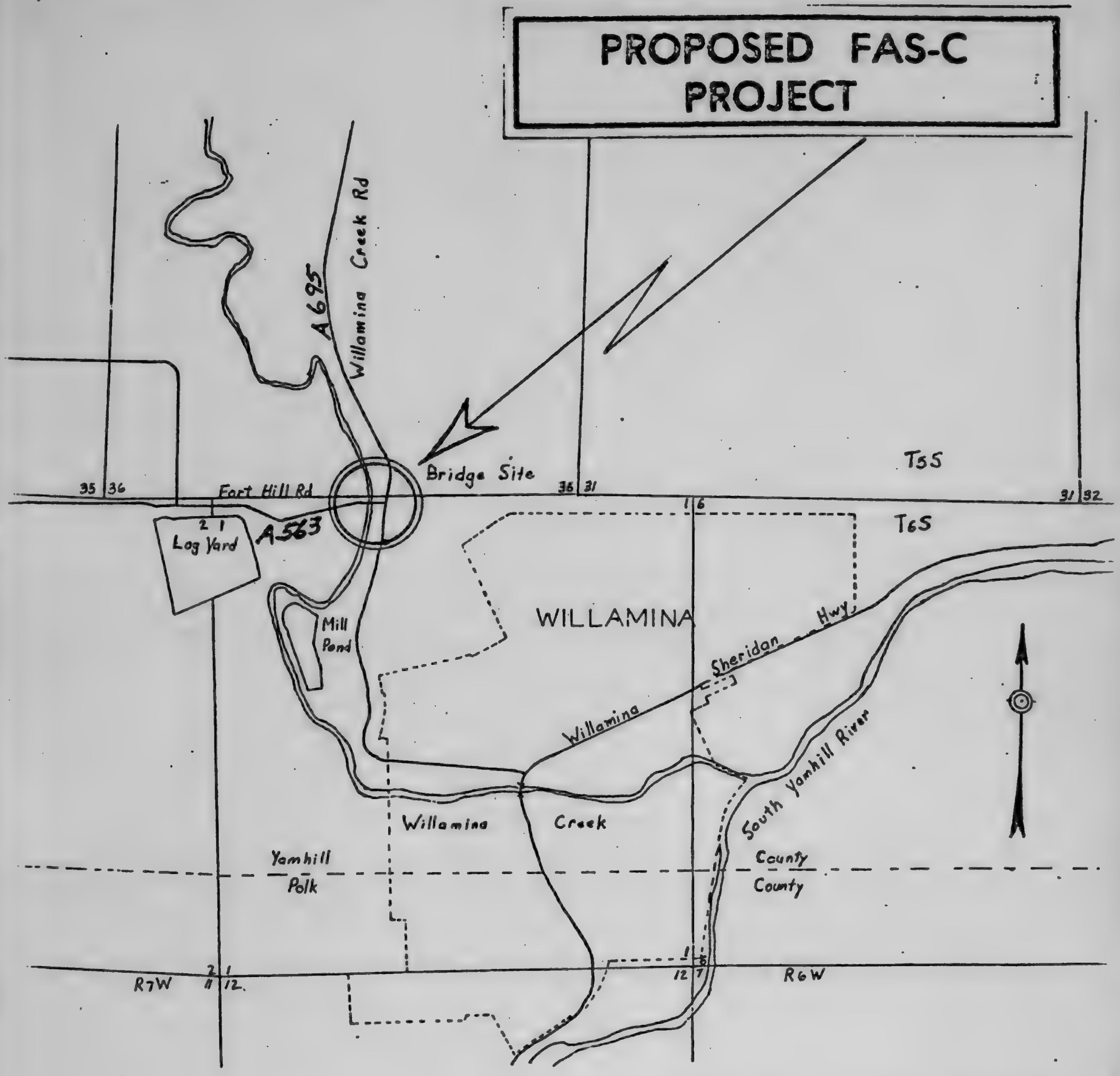
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).



8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	21,900	40.000
RIGHT OF WAY	10,000	10.000
TRAFFIC CONTROL	5,000	6,000
ILLUMINATION		
STRUCTURES 28' x 244'	190,000	300.000
RAILROAD		
ROADWAY	30,000	30.000
OTHER Remove old structure	6,000	20.000
ENGINEERING & CONTINGENCIES	80,400	145.000
PROJECT TOTAL	343,300	551,000

SUBMITTED BY ______________________


A695
Willamina Creek Rd
Bridge Site
T5S
T6S
35
36
36
31
31
32
Fort Hill Rd
2
1
1
6
Log Yard
A563
Mill Pond
WILLAMINA
Willamina
Sheridan
Hwy
South Yamhill River
Willamina
Creek
Yamhill
Polk
County
County
2
1
11
12
1
6
12
7
R7W
R6W

PROPOSED FAS-C PROJECT

Oregon State Highway Division

PROSPECTUS MAP

Willamina Creek (Fort Hill Rd.) Bridge Section

Fort Hill Rd FAS A-563

Yamhill County

July 1982

7775

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-25(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10017

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/19/81	8. FEDERAL ROUTE NUMBER Primary 25	9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
Soam's Curve Section (Walton)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 10/15/81 I approve the revised Preliminary Engineering Costs to a TEC of $31,300 Federal Funds $27,590.

(Increase TEC $12,500 Federal Funds $11,018)

Orig 10-26

RECEIVED
STATE HWY ENGR
OCT 26 '81
REFER TO Moehring
FOR
Info | Inves | R/D | O-R | Spm | Act | File

14. DATE 10/19/81	15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

9775

10-6-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

		FEDERAL AID PROJECT NO. F-25(2)
		STATE PROJECT NO. See below
FROM: G. L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO.	COUNTY NAME Lane
	ITEM NO. 10017	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter,
State Highway Engineer
Oregon State Highway Division

10-9
Orig

RECEIVED
STATE HWY ENGR
OCT 9 - '80
REFER TO
Moehring
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 10-6-80	FEDERAL ROUTE NUMBER Primary 25
		STATE ROUTE NUMBER Primary 62

GENERAL LOCATION:

Soam's Curve Section (Walton)

G-P

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including archeological salvage salvage and utility preparatory
☐ OTHER (Specify) work TEC $18,800 - FF $16,572.

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's PEA dated 9-22-80.

DATE 10-6-80	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-688

9775

62 N

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: June 2, 1980
PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Soam's Curve Section (Walton)

HIGHWAY NAME: Florence - Eugene
HIGHWAY NUMBER: 62

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
3	5	~~Douglas~~ Lane	N/A

LENGTH: 0.85
MILEPOST NUMBER: 33.94 TO 34.79
☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO
IF YES, UNIT OF GOVERNMENT: N/A

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION: Project to re-align road in order to eliminate hazardous curve.

1 Versteeg ✓
Anderson
2 Christ... Don
3 Olson ...
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
AUG 1 1 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 2800
PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55 mph
DESIGN STANDARDS: AASHTO
TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen ✓ Watson W
Hager Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. Terpin
Location Engineer
Date 8/5/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 11'-12'	Two 12'
SHOULDERS	Two 0'-4'	Two 8'
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	N/A	N/A
BIKEWAYS	N/A	Shoulder Bikeway
INTERCHANGES	N/A	N/A
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☐	☒
Frontage Roads	☐	☐	☒
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River	☐	☒	☐
Stream Small	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☒	☐	☐
Relocations	☐	☐	☒

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☒	☐	☐
Access Control	☒	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☐	☒
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

		NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☐	☒	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☐	☒	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☐	☒	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☐	☒
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Phone, Electricity

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(4)	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1.0
RIGHT-OF-WAY ACQUISITION	( )	9.0
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE	____________ (Region)	F4Q'81 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Cement Treated Base	0'-13"	
AC (Base)	0'-2"	
AC (Top)	0'-2"	0'-02"

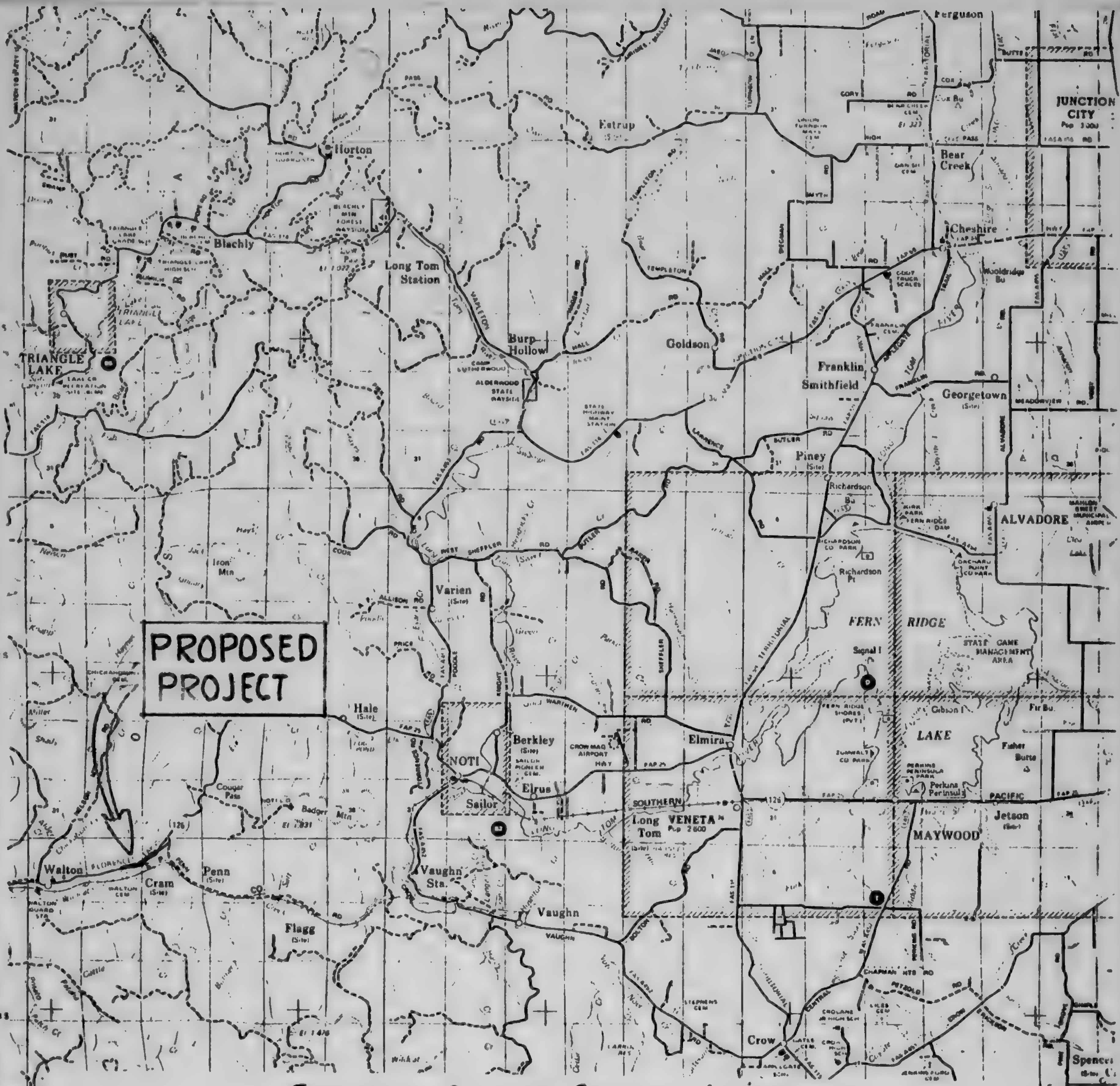
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

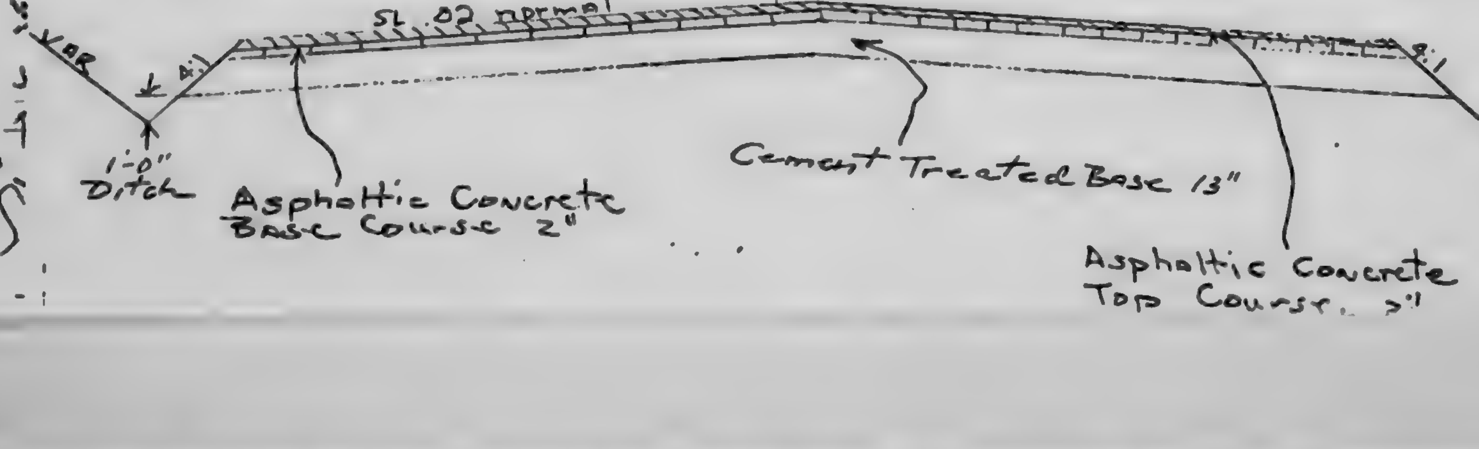
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	15,000	18,800
RIGHT OF WAY	75,000	75,000
TRAFFIC CONTROL	0	25,000
ILLUMINATION	0	
STRUCTURES	0	
RAILROAD	0	
ROADWAY	486,000	486,000
OTHER		
ENGINEERING & CONTINGENCIES +20%	115,200	115,200
PROJECT TOTAL	691.200	$ 720,000

SUBMITTED BY


PROPOSED PROJECT
Horton
Blachly
Long Tom Station
Triangle Lake
Burp Hollow
Estrup
Goldson
Franklin
Smithfield
Cheshire
Bear Creek
Junction City
Georgetown
Piney
Richardson
Alvadore
Fern Ridge
Varien
Hale
Noti
Berkley
Elmira
Sailor
Elrus
Long Tom
Veneta
Lake
Fisher Butte
Maywood
Jetson
Pacific
Walton
Cram
Penn
Vaughn Sta.
Vaughn
Flagg
Crow
Spencer
Mirth
Badger Mtn
Iron Mtn
Cougar Pass

Soam's Curve Section (Walton)
Florence-Eugene Highway
Typical Section


℄
5'-8"
8'-0"
12'-0"
12'-0"
8'-0"
5'-8"
SL .02 normal
VAR
4:1
4:1
VAR
1'-0" Ditch
Asphaltic Concrete Base Course 2"
Cement Treated Base 13"
Asphaltic Concrete Top Course 3"

1984 "Q" Street-S. "A" Street 9776
(Springfield) Sec, Springfield (2nd
Street & 3rd Street) Hwy. (paving)

9776

d

August 7, 1985

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 5
#9776

Contract No. 9776 awarded to Eugene Sand & Gravel, Inc., for paving on "Q" Street-S. "A" Street in Springfield, Lane County was completed on February 6, 1985 and accepted by the State Highway Division on July 25, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 12, 1985.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

zs

cc: Eugene Sand & Gravel, Inc.
P.O. Box 1067
Eugene, OR 97440

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

9776

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: July 25, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9776,	On Site Work Substantially Completed July 3, 1984
All Work Completed	February 6, 1985	
Project	"Q" St.-S. "A" St. (Springfield)	
Highway	Springfield (2nd St. & 3rd St.)	
County	Lane	
Type of Work	Paving	
Contractor	Eugene Sand & Gravel, Inc.	

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8/7/85 Surety letter written. JS

Noted

RECEIVED
AUG 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9776

Report # 25 /

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: "Q" St. - "A" St. (Springfield)

WEEK ENDING: December 1, 1984

SECTION PREFIX: 20-1555-900

HIGHWAY: City Street

COUNTY: Lane

NAME OF JOB: "Q" St. - "A" St. (Springfield)

KIND OF WORK: Asphalt Concrete Overlay

CONTRACTOR: Eugene Sand and Gravel, Inc.

CONTRACT NUMBER: 9776

FEDERAL AID PROJECT NUMBER: N/A

DATE OF CONTRACT: March 28, 1984

DATE WORK STARTED: 13 June 1984

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: SUPERVISION:

SPECIFIED WORK DAYS: 15

WORK DAYS USED: 10

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 67

PROJECT AUTHORIZATION: $ 146,755.39

EXCLUSIVE OF ENGINEERING: $ 135,118.40

ENGINEERING AUTHORIZATION: $ 11,636.99

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 129,299.00

ENGINEERING COST TO DATE: $ 18,100.00

This week 100.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: 0 %

PERCENT OF AUTHORIZATION: 156 %

DATE PROJECT WAS COMPLETED: July 3, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
----	-------	------	-------	100	-------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					1.39
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					3,070 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					3,073 Tons
AVERAGE DAILY QUANTITIES					3,073
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		N/A		Second Notification - 7/3/84.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 4 1984
CONSTRUCTION SECTION
CE ...... CAE ...... LS ...... TC ......
COE ...... CM ......
SA ...... CC ......
CA ...... FE ......
CAM ...... MA ......
CP ...... QCS ......
LEO ...... FILE ......

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

11/25/84 SUNDAY	
11/26/84 MONDAY	No Activity this week.
11/27/84 TUESDAY	
11/28/84 WEDNESDAY	
11/29/84 THURSDAY	
11/30/84 FRIDAY	
12/1/84 SATURDAY	

REMARKS

First Notification - 6/13/84.

Second Notification - 7/3/84.

Semi-final submitted to Region on 11/30/84.

This is the final report.

SIGNED DW Greene LOCATION Eugene

D. W. GREENE, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F2

9776

April 11, 1984

Eugene Sand & Gravel, Inc.
P. O. Box 1067
Eugene, OR 97440

CON 5
#9776

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9776 for paving on the "Q" Street-S. "A" Street (Springfield) Section of the Springfield (2nd Street and 3rd Street) Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

bc: C. O. Fredrickson
Walt Hart
Robert Church
Jan Peterson
James Gix
Doug Greene

EUGENE SAND & GRAVEL, INC.
P.O. BOX 1067 EUGENE, OREGON 97440 • (503) 683-6400
3000 DELTA HIGHWAY NORTH

March 23,1984

Department of Transportation
Oregon State Highway Division
State Transportation Building Rm. 121
Salem, OR 97310

Attention: Robert Gormsen

RE: Springfield (2nd. St. and 3rd. St.) #9776
at "Q" St. - 5. "A" St.(Springfield) Section.

Gentlemen:

As required by Supplemental Contract Provisions, Paragraph 5, please find below Eugene Sand & Gravel, Inc. documentation of Disadvantaged Business Enterprise participation on the above referenced project.

Disadvantaged Business Enterprise Sub contractor

Romero/Cabrera Sign Construction Company
111 Northwest Jackson
Corvallis, OR 97330

Work to be performed:

ITEM NO.	ITEM	QUANTITY	UNIT PRICE	AMOUNT
2	Temporary projection & direction of traffic	L.S.	-	$2,309.00

Percent of Contract Amount: 2.1%

Please contact us if you have any questions at 683-5741.

RECEIVED
MAR 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Mike Broadsword

Mike Broadsword
Project Sponsor
Construction Department
Eugene Sand & Gravel, Inc.

cc Ray Turner

cc: D.W. Greene/OSHD
Romero/Cabrera Co.

MB/kb

PRE-MIXED CONCRETE • CRUSHED ROCK • SAND & GRAVEL • LOAM • ASPHALT PAVING • PRECAST-PRESTRESSED CONCRETE
SINCE 1900

9776 228

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Lane Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02262

SECTION "Q" Street - South "A" Street (Springfield)

REGION 3

#228 Hwy **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 20-1555

DATE 12/21/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1,000	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$ 7,500	$ 5,000
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX NA

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This authority is to prepare a title sheet, typical sections, and specifications to construct a 2" overlay over the existing street.

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Turpin
3 Trent
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY D. W. GREENE, Project Manager	DATE 12/21/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/[illegible]/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS

PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02262

SECTION "Q" Street to South "A" Street (Springfield)	REGION 3

STATE HIGHWAY # 228	HIGHWAY NAME Springfield	MILE POST FROM 0.00 TO 1.40	LENGTH 1.40
☒ URBAN ☐ RURAL	CITY Springfield	COUNTY Lane	ROAD/STREET NAME 2nd and 3rd Streets
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 7.5	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$ 0	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 150		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$ -		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$incl. in above				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
10xx% ENGINEERING & CONTINGENCIES	$ 15		DESIGN CATEGORY (1-7)	6	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$165	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ 172.5			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	0	0
AVERAGE DAILY TRAFFIC	7300	7300
YEAR OF AVERAGE DAILY TRAFFIC	1982	1982

DEFINE THE PROBLEM

Deteriorating pavement

PROPOSED SOLUTION

Construct overlay

REQUESTED, REGION ENGINEER X J.R. Wilson	DATE 12-15-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02262

SECTION Q Street to South A Street (Springfield)

REGION 3

PROJECT JUSTIFICATION

The pavement on this facility is rapidly deteriorating. A two-inch overlay is being proposed in order to save curb exposure. A thin overlay at this time will prevent the necessity of reconstruction in the near future.

This facility was rated poor in 1982, and by constructing a two-inch overlay, it would be classed as good condition.

ADMINISTRATION RECOMMENDATION

PROJE PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02262

SECTION "Q" Street - South "A" (Springfield)

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95		SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)	

UTILITIES N (LIST BELOW)

COMPANIES

Springfield Utility Board

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
-0-	-0-	-0-	-0-

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)	-0-	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 35

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
						16	14	0	14	16						
		c				16	14	0	14	16				c		

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" A.C.	2"	Yes			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJEC PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02262

SECTION
"Q" Street - South "A" (Springfield)

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

No New R/W will be needed.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

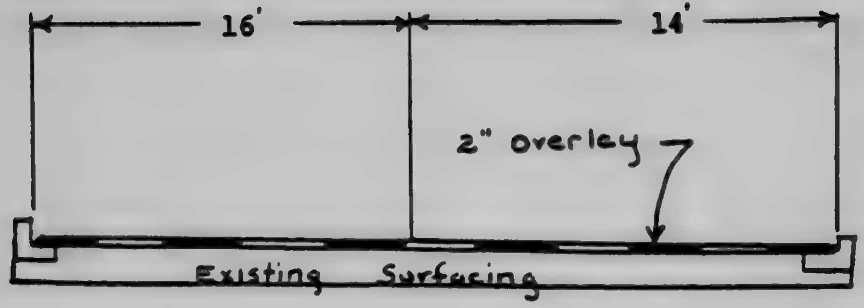
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

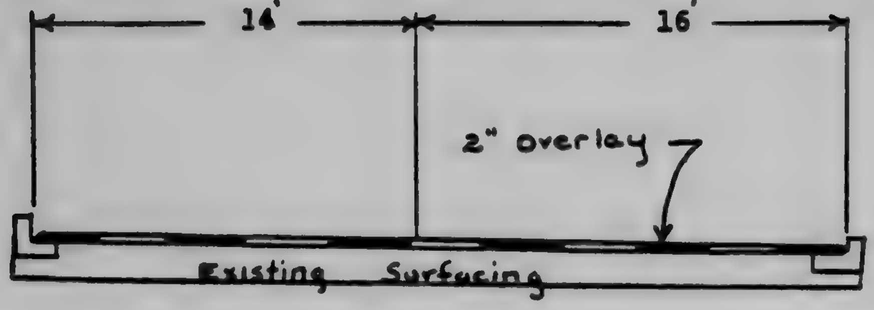
PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X L. D. LINDLEY, Ass't Project Manager	686-7610	

734-1913 (7-82)


16'
14'
2" overlay
Existing Surfacing

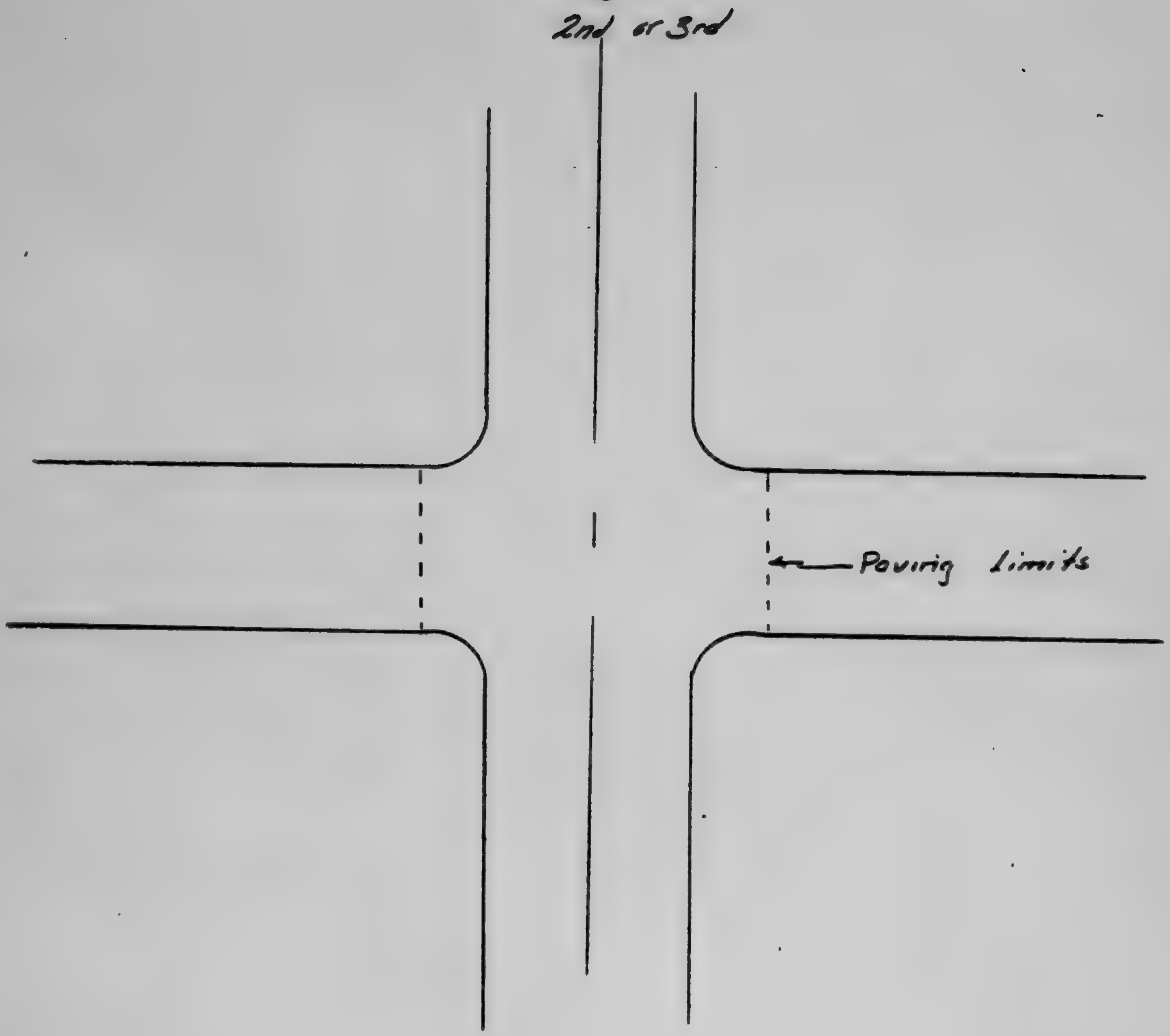
2nd Street

M.P. 0.37 - 0.60
0.68 - 1.40

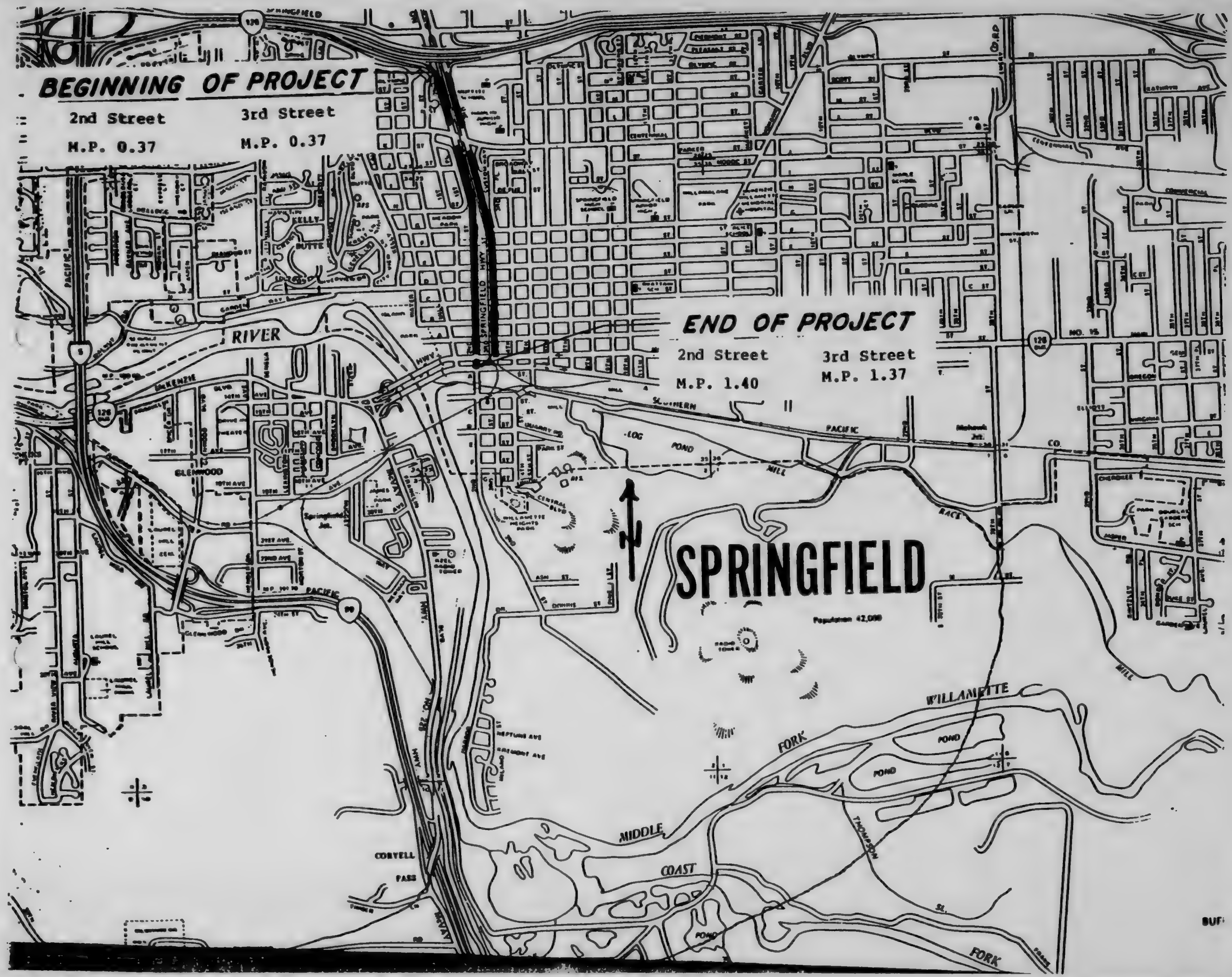

14'
16'
2" overlay
Existing Surfacing

3rd Street

M.P. 0.37 - 0.59
0.67 - 1.37


℄
2nd or 3rd
Paving Limits

TYPICAL STREET CONNECTION
11 TOTAL


BEGINNING OF PROJECT
2nd Street
M.P. 0.37
3rd Street
M.P. 0.37
END OF PROJECT
2nd Street
M.P. 1.40
3rd Street
M.P. 1.37
SPRINGFIELD
Population 42,000
SPRINGFIELD HWY.
RIVER
McKENZIE
GLENWOOD
KELLY BUTTE
SOUTHERN PACIFIC CO.
LOG POND
MILL RACE
NO. 15
PACIFIC
WILLAMETTE
MIDDLE FORK
COAST FORK
THOMPSON SL.
POND
CORYELL PASS

1984 Johnson Cr. Bridge Sec., 9777
FAU 9867 (Towle Ave) in Gresham
(grading, paving, structure)

1777

jc cc: OSHD (P[illegible]lien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2/14/86	T. P. Lowe, Area Engineer	IX-9867(8)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
2/4/85	11/8/85	SEE BELOW %	Completion Date

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

JOHNSON CREEK BRIDGE
FAU 9867
Grading, Paving and Structures

The subject project provided for construction of a new concrete bridge over Johnson Creek, including a minor amount of grading and paving.

Two time extensions were granted, one of 35 additional days due to utility conflicts. This 35 day extension is non-participating. The second time extension was granted for an additional five days due to additional waterproof membrane work performed under Price Agreement. The five day extension is Federally participating. No liquidated damages will be charged under this contract; however, 35 days of liquidated damages will have to be credited to the Federal-aid.

The final cost of this project is $339,804. The original authorization was $338,061.

- TPL -

RECEIVED
STAT HWY ENGR
FEB 24 '86
REFER TO Fredrickson
FOR

cy 2/25

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by [illegible]		SIGNATURE	
TITLE Area Engineer	DATE FEB 21 1986	TITLE Field Operations Engineer	DATE FEB 21 1986

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
(Rev. 8-84)

-9777

November 21, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9777

On November 15, 1985, we wrote to you concerning release of final payment on Contract No. 9777 awarded to Douglas S. Coats, Inc. for work on the Johnson Creek Bridge Section of FAU 9867 in Multnomah County.

Final payment on this contract is $3,539.25 and the total contract amount is $223,134.39. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

FKN:arc

NOTED ON CARD
11-21-85ac

9777

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 8, 1985

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9777 ,	On Site Work Substantially Completed	February 4, 1985
All Work Completed	June 11, 1985		
Project	Johnson Creek Bridge		
Highway	FAU 9867		
County	Multnomah		
Type of Work	Grading, paving & structure		
Contractor	Douglas S. Coats, Inc.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

noted RGormsen

RECEIVED
NOV 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

9777 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See Below

2. STATE PROJECT NO. ″

2A. COUNTY NAME Multnomah & Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10066
80367
30084

6. TO
Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 26, 1985

8. FEDERAL ROUTE NUMBER FAU 9022-9867-9960

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
IX-9022(9) East Main St. - East City Limits (Hillsboro)
IX-9867(8) Johnson Creek Bridge Section
IX-9960(2) N. E. Union Ave. - N. E. Marine Drive

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 8-16-85 and 8-20-85 the Program Change adding appropriation code 177 to each of the above projects is approved.

RECEIVED
STATE HWY ENGR
SEP - 4 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
9/4

14. DATE 8/29/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9777

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-24	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER	8-26-85	Project Number IX-9867(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 23 , 19 84 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 322,236	$ 344,606
Federal funds	$ 273,886	$ 273,886 (580)
		19,028 (177)
Other revisions		

This modification is made for the following reasons: to include increase in construction and construction engineering cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of AUG , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: E.S. Hunter, P.E.

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 20, 1985

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Project No. IX-9867(8)
Johnson Creek Bridge Section
Multnomah County

I request your approval of a program change to joint finance the subject project utilizing Appn Code 177 funds, available for use on March 14, 1985. This request is for actions after March 14, 1985 and will require the following revisions.

1) Appn Code: 177

Revisions in financing are indicated on the attached modified agreement.

RLC:pf
Attachment

cc: R. Oaks
Ed Hardt, Metro Region
W. Schulte, Metro Region
J. Peterson
General Files

Form 734-3122

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 21, 1985

FEDERAL AID PROJECT NO. IX-9867(8)

JOHNSON CREEK BRIDGE SECTION
FAU 9865, GRESHAM
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 25+65 to STA. 26+03)
(STA. 26+87 to STA. 27+30)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. GM Barrier (PA #3A)	$ 12.15			144	$ 1,749.60
Railroad Work (S.F.O. #2)					10,000.00
City of Gresham (Utilities) (S.F.O. #3 & #4)					22,100.00
Work by PGE (S.F.O. #3 & #4)					10,000.00

Increase	$ 43,849.60
Subtotal from Estimate of April 18, 1984	84,359.00
Subtotal	$ 128,208.60
Engineering	17,308.40
Total	$ 145,517.00

TYPE CODE X080
STRUCTURE, BRIDGE NO. 16383 (STA. 26+03 to STA. 26+87)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Waterproof Membrane (PA #6A)	$ 14.60			300	$ 4,380.00
					$ 4,380.00

Increase	$ 4,380.00
Subtotal from Estimate of April 18, 1984	171,550.00
Subtotal	$ 175,930.00
Engineering	23,159.00
Total	$ 199,089.00

Length of Roadway	0.015 mi.
Length of Structure	0.016 mi.
Total	0.021 mi.
Cost of Roadway Per Mile	$9,701,133.33

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	County Funds
Roadway	177	$ 18,006.00	$ 15,305.00	$ 2,701.00
Roadway	580	127,511.00	108,384.00	19,127.00
Structure	580	194,709.00	165,502.00	29,207.00
Structure	177	4,380.00	3,723.00	657.00
Total		$ 344,606.00	$ 292,914.00	$ 51,692.00

Group 1	100%
Contract No.	9777
Prefix:	226-1904
Prefix:	C 9777
Appn Code:	580 177

RLC:bkb

1777. STATE COPY OMB No. 04-R2089 P

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-215	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-23-84	State OREGON County MULTNOMAH Project No. IX-9867(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Johnson Creek Bridge Section (Gresham)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-29-84	0.021
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 322,236	$ 273,886

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XX FOR: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 18, 1984

FEDERAL AID PROJECT NO. IX-9867(8)

JOHNSON CREEK BRIDGE SECTION
FAU 9867, GRESHAM
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 25+65 to Sta. 26+03)(Sta. 26+87 to Sta. 27+30)

Mobilization	45%	All Required		$ 9,000.00
Temporary Protection and Direction of Traffic		All Required		500.00
Temporary Signs	160	Sq. Ft.	5.00	800.00
Temporary Barricades	5	Each	50.00	250.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	100	Lin. Ft.	10.00	1,000.00
Temporary Guard Rail, Type 1 Reflectorized	525	Lin. Ft.	7.00	3,675.00
Flaggers	200	Hour	10.00	2,000.00
Clearing and Grubbing		All Required		8,000.00
Removal of Structures and Obstructions		All Required		500.00
Toe Trench Excavation	40	Cu. Yd.	8.00	320.00
Embankment in Place	2,000	Cu. Yd.	0.10	200.00
Stone Embankment	230	Cu. Yd.	0.10	23.00
Detour Removal Excavation	1,820	Cu. Yd.	0.10	182.00
Trench Excavation	498	Cu. Yd.	5.00	2,490.00
Treated Base	440	Ton	25.00	11,000.00
Aggregate Shoulders	536	Ton	8.00	4,288.00
Class "C" Asphalt Concrete	335	Ton	34.00	11,390.00
8-inch Culvert Pipe	15	Lin. Ft.	10.00	150.00
48-inch Culvert Pipe	68	Lin. Ft.	40.00	2,720.00
12-inch Storm Sewer Pipe	282	Lin. Ft.	10.00	2,820.00
Temporary Drainage Structure		All Required		1.00
36-inch Storm Sewer Pipe	204	Lin. Ft.	50.00	10,200.00
Concrete Manholes	1	Each	1,000.00	1,000.00
Concrete Drop Manholes	1	Each	3,500.00	3,500.00
Concrete Inlets, Type "G-2"	2	Each	300.00	600.00
Concrete Inlets, Type "CG-2"	2	Each	400.00	800.00
8-inch Drain Pipe	60	Lin. Ft.	10.00	600.00
Special Filter Material in Drains	6	Cu. Yd.	20.00	120.00
Guard Rail, Type 2A	30	Lin. Ft.	15.00	375.00
Guard Rail, Type 3	38	Lin. Ft.	30.00	1,140.00

Guard Rail Anchors, Type 1 Modified	1	Each	350.00	350.00
Rail End Pieces, Type B	2	Each	50.00	100.00
Type CL-6 with Pickets Chain Link Fence	100	Lin. Ft.	8.50	850.00
Concrete Walks	60	Sq. Yd.	12.00	720.00
Concrete Driveways	15	Sq. Yd.	20.00	300.00
Concrete Curbs	80	Lin. Ft.	5.00	400.00
Extra for Asphalt Approaches	3	Each	175.00	525.00
Loose Riprap, Class 50	105	Cu. Yd.	14.00	1,470.00
		SUBTOTAL		$ 84,359.00
		Engineering		11,388.00
		TOTAL		$ 95,747.00

TYPE CODE X080

STRUCTURE, BRIDGE NO. 16383 (Sta. 26+03 to Sta. 26+87)

Mobilization	55%	All Required		$ 11,000.00
Bridge Removal Work		All Required		15,000.00
Shoring and Cribbing		All Required		1,000.00
Structure Excavation	96	Cu. Yd.	8.00	768.00
Special Wall Backfill	92	Cu. Yd.	15.00	1,380.00
Furnish Pile Driving Equipment		All Required		2,000.00
Furnish HP 10x42 Steel Piles	864	Lin. Ft.	20.00	17,280.00
Drive Steel Piles	864	Lin. Ft.	0.50	423.00
Structural Concrete, Class 3300 (163 C.Y.)		All Required		29,340.00
4' x 60'/65' Prestressed Slabs	13	Each	3,000.00	39,000.00
Reinforcement (19,200#)		All Required		7,000.00
Reinforced Concrete Bridge End Panels	250	Sq. Yd.	50.00	12,500.00
Two Tube Steel Railing	30	Lin. Ft.	45.00	1,350.00
Three Tube Steel Railing	160	Lin. Ft.	50.00	8,000.00
				$146,050.00

ANTICIPATED ITEMS

Railroad Protective Cost		All Required		$ 25,000.00
Roadside Seeding & Mulching		All Required		500.00
				$ 25,500.00
		SUBTOTAL		$171,550.00
		Engineering		23,159.00
		TOTAL		$194,709.00

Length of Roadway ----------- 0.015 mi.
Length of Structure --------- 0.016 mi.
TOTAL 0.021 mi.

Cost of Roadway Per Mile ---- $6,383,133.34

WORK RETAINED IN RESERVE

Railroad Work	All Required	$ 10,000.00
City of Gresham (Utilities)	All Required	8,000.00
Work by P.G.E.	All Required	10,000.00
	SUBTOTAL	$ 28,000.00
	Engineering	3,780.00
	TOTAL	$ 31,780.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
Roadway	$ 95,747	$ 81,384	$14,363
Structure	194,709	165,502	29,207
SUBTOTAL	$290,456	$246,886	$43,570
Reserve	31,780	27,000	4,780
TOTAL	$322,236	$273,886	$48,350

Group 1: 100%
Contract No. 9777
Prefix: 226-1904
Prefix: 226-1011

Appn. Code 580

CL:pf

9777

Conf
Acc 9-5

REQUEST FOR ADDITIONAL FUNDS
MSD PROJECTS

Federal Aid Project No.	Project Name	Type Work	Current Obligation	Present Estimate	Cost Increase
IX-9867(9)	Powell Blvd.-Heiney Rd. Sec.	Const.	$1,765,283	$1,878,189	$112,906
IX-9022(9)	E. Main St.-ECL (Hillsboro) Sec.	Const.	2,319,010	2,465,717	146,707
IX-9867(8)	Johnson Creek Br. Sec.	Const.	273,886	292,913	19,027

RLC:bkb
8-15-85

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

PRO

TO: Ted Spence
Metro Region

DATE: August 15, 1985

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated on the attachment, I have requested additional obligation of federal funds for each of the listed projects to cover cost increases. Please notify MSD of these actions.

RLC:bkb
Attachment
cc: G. Zehner, w/attach.
W. Schulte, w/attach. (Metro)
General Files

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Johnson Creek Bridge	WEEK ENDING June 15, 1985	SECTION PREFIX 226-1011
HIGHWAY FAU 9867	COUNTY Multnomah	
NAME OF JOB Johnson Creek Bridge	KIND OF WORK Grading, Paving and Structures	
CONTRACTOR Douglas S. Coats, Inc.	CONTRACT NUMBER 9777	FEDERAL AID PROJECT NUMBER IX-9867(8)
DATE OF CONTRACT March 27, 1984	DATE WORK STARTED May 1, 1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 316,561.72	SPECIFIED COMPLETION DATE October 15, 1984	PERCENT OF TIME ELAPSED 140
EXCLUSIVE OF ENGINEERING: $ 291,459.91	ENGINEERING AUTHORIZATION $ 25,101. This Week 0.	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 290,166.18	ENGINEERING COST TO DATE $ 49,000.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: OVERRUN UNDERRUN 0.0 %	PERCENT OF AUTHORIZATION 195 %	DATE PROJECT WAS COMPLETED: February 4, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,000CY	976Ton			335Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,270CY	768Ton			384Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,270CY	768Ton			384Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16383	Guardrail					
PERCENT	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Clear			
MONDAY 10	Clear			
TUESDAY 11	Clear			CE F CAE .... RECEIVED LS ..... TC .....
WEDNESDAY 12	Clear			COE .. OM .... SA ..... CC .....
				OE ..... FE ..... CP .....
THURSDAY 13	Fair			CA ..... PQC .....
FRIDAY 14	Cloudy			CAM ..... CONSTRUCTION QCS .....
				EEO ..... SECTION FILE .....
SATURDAY 15				

CONTR. NO 9777 GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK Date: 6-15-85

SUNDAY 9	No activity.
MONDAY 10	No activity.
TUESDAY 11	Finished clean up and adjustments.
WEDNESDAY 12	No activity.
THURSDAY 13	No activity.
FRIDAY 14	No activity.
SATURDAY 15	No activity.

REMARKS

STATUS: Project work completed. Third Notification and semifinal submitted.

VISITORS: None.

NEXT WEEK: No activity.

NOTE: FINAL REPORT.

SIGNED Gary Kenna LOCATION Portland

Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 3, 1985

Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Re: Time Extension Request
Johnson Creek Bridge
Contract No. 9777
FAP No. IX-9867(8)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 35 calendar days is granted due to utility conflicts. A contract time adjustment of an additional 5 calendar days is granted due to the additional water proof membrane work performed under Price Agreement.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz
Ass't State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/attach.
Gary Kennen w/attach.
FHWA w/attach.
Bruce Walton

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: March 7, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: JOHNSON CREEK BRIDGE
FAU 9867 (Towle Ave.)
Contract No. 9777

Attached is a time extension request from the contractor in which he asks for a total of 51 days due to extra work on the deck seal (5 days) and 46 days for conflicts with City of Gresham work and other utility work.

Gary Kennen lists several pertinent dates and items concerning time in the contract, and recommends 40 days due to the City of Gresham water line work plus other utility work, and an estimate of 2 days due to the waterproof membrane that was added to the contract.

My recommendation would be to grant 5 days due to the addition of the waterproof membrane late in the contract, and 35 days due to conflicts with the City of Gresham and other utilities in the area, for a total of 40 days. This is the amount of the overrun and would eliminate all liquidated damages.

If you need more information or more explanation please let me know.

MC/gw
Attachment
cc Gary Kennen

4-3-85
W. E. Schwartz -
I concur with Region and recommend a 35 C.D. extension due to utility conflicts and a 5 C.D. extension due to the waterproof membrane work done under Price Agreement.

O. B. Jackmond

CE.... CAE ✓
COE.... OM....
OE ....
CA..............
CAM ....
EEO..............

RECEIVED
MAR 08 1985
CONSTRUCTION SECTION

LS...... TC......
SA...... CC......
FE ...... CP ......
FQC.. ....
OCS..............
FILE. ....

31-123-1307

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

CON 5

DATE: March 7, 1985

TO: Oregon Transportation Commission

4 a

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Johnson Creek Bridge Section
FAU 9867 Highway, Multnomah County
Contract No. 9777

This federal aid project has recently been completed and it now appears that the final cost will exceed the project authorization by $21,500 or seven percent.

Adjustment of a city water main was required because of a conflict with one wingwall of the bridge. This work was anticipated, but the cost to perform the work was $14,100 more than the amount provided in the project authorization.

In addition to the above there were a number of minor variations in bid item quantities, and items of extra work including six price agreements and four force orders. Though the bid item underruns approximately offset the cost of the unanticipated work, there were additional construction engineering costs incurred in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $21,500 to a new total of $338,061.72. This matter will be on the consent calendar for the March 19 meeting.

bc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3122

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: March 7, 1985

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: SUBJECT: Request for Increase in Project Authorization
Johnson Creek Bridge Section
FAU 9867 Highway, Multnomah County
Contract No. 9777

This federal aid project has recently been completed and it now appears that the final cost will exceed the project authorization by $21,500 or seven percent.

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In addition to the above there were a number of minor variations in bid item quantities, and items of extra work including six price agreements and four force orders. Though the bid item underruns approximately offset the cost of the unanticipated work, there were additional construction engineering costs incurred in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $21,500. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
G. G. Kennen
B. M. Walton
D. L. Trout

81-125-1367

9777 1

rll

U. S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

12-17-84

4. PROGRAM NO.

5. ITEM NO. 80367

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/19/84

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Johnson Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ XX OTHER *(Specify)* Utility Adjustment
See Below

13. REMARKS

As requested by Mr. Potter's letter of 12/7/84 and contingent upon modification of Project Agreement if additional funds are required, this will confirm the advance approval date of 4/19/84 to proceed with the adjustments to City of Gresham's water line on an actual cost basis estimated to be $22,100; Federal Funds $18,785.

The Agreement with the City of Gresham is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

Orig. to
12/19

RECEIVED
STATE HWY ENGR
DEC 19 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 12/17/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9771

1

December 7, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Main Relocation
City of Gresham
Johnson Creek Bridge Section
FAU 9867 (Towle Road)
Multnomah County
Project No. IX-9867(8)

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 10 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of an estimate of cost to adjust the City of Gresham's water facilities dated May 29, 1984, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated February 24, 1984 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 19, 1984 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $22,100.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

9777

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-4

TO: Robert Gormsen
Commission Services

DATE: July 10, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Railroad Agreements
Towle Road
City of Gresham and Multnomah County
ODOT Agreement No. RR1152

copy
9155

RAILROAD COMPANIES
FILE No. 1152

Attached are the State's fully executed counterparts of agreements with Portland Traction Company. One Agreement includes the City of Gresham while the other is with Multnomah County. These Agreements have to do with railroad activities on the Powell Blvd.-Heiney Road Section and the Johnson Creek Bridge Section, both on Towle Road.

RDT/nv
cc: D. E. Wilken - w/copy of each
    Wayne Cobine - w/2 copies of each
    E. L. Hardt - w/copy
    Gary Kennen - w/copy

NOTE TO KENNEN: Portland Traction Company requests that we contact Mr. Bill Condon at 249-2266, prior to entering railroad right of way. If you have not already done so, we will need a State Force Order prepared covering the work that the Railroad will do.

7/17/84
2 agreem noted [illegible]
w/ [illegible]

81-125-1387

Contains Recycled Materials

9777

t

RECEIVED
STATE HWY ENGR

JUL 10'84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED H
E. S. HUNTER

July 6, 1984

TO: D. E. Wilken, Division Adminstrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Line De-energizing
Portland General Electric Company
Johnson Creek Bridge Section
FAU 9867(Towle Road)
Multnomah County
Project No. IX-9867(8)

Here is a copy of an estimate of cost to de-energize Portland General Electric Company's aerial power transmission line facilities dated May 9, 1984, and a sketch showing the location of the lines.

A certification prepared by Richard L. Fleming as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed de-energizing of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 26, 1984, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $8,620.

JMC/GAP/nv
Enc.
cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

9777

July 5, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED B
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Line Relocation
Portland General Electric Company
Johnson Creek Bridge Section
FAU 9867 (Towle Road)
Multnomah County
Project No. IX-9867(8)

Here is a copy of a lump sum estimate of cost to relocate Portland General Electric Company's facilities dated May 9, 1984, and a sketch showing their proposed relocaton.

A certification prepared by Richard L. Fleming as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated February 2, 1984, was previously supplied to your office. Conflict No. 2 listed in the letter, which is covered by this estimate, was later found to be on private property.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 26, 1984, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,179.69.

JMC/nv
Enc.
cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

RECEIVED
STATE HWY ENGR
JUL 10 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80367

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/84

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Johnson Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Install and remove a temporary RR X'ing and install permanent RR X'ing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ XX CONSTRUCTION PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 6/25/84 you are authorized to proceed with the work covered by agreements with Southern Pacific Transportation Company approved by the Highway Division on March 28, 1984 and April 25, 1984 at a TEC of $15,000; Federal Funds $12,750. Also, as requested, confirmation of advance approval date of 5/2/84 is confirmed.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
JUL 3 '84
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 6/29/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9777

RECEIVED
STATE HWY ENGR
JUN 28 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

June 26, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Relocation & De-energizing
Portland General Electric Company
Johnson Creek Bridge Section
FAU 9867 (Towle Rd.)
Multnomah County
Project No. IX-9867(8)

NOTED
E. S. HUNTER

Dear Mr. Christianson:

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the relocation of aerial power line facilities and the de-energizing of other power line facilities in conflict with this project as of June 26, 1984 is requested. Estimates of cost have been received from PGE in the amounts of $1180 and $8620. The estimates are presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimates of cost.

Advanced authorization date of
June 26, 1984 is approved

C T Christianson
C. T. Christianson, Area Engineer

JMC/nv
cc: E. S. Hunter
W. F. Cobine
E. L. Hardt
Gary Kennen
R. L. Fleming
Pete Gonzalez

RECEIVED
JUN 27 1984
RR & UTILITY UNIT

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 25, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Proposed Railroad Agreement
Project No. IX-9867(8)
Johnson Creek Bridge Section
Multnomah County

I request your approval of the enclosed copies of two proposed agreements with Southern Pacific Transportation Company, which were approved by the Highway Division on March 28 and April 25, 1984 on the subject project. The estimated total cost for work by the railroad is $15,000. The costs for the easement rights will be chargeable to Project No. IX-9867(7).

I further request authorization to proceed with work by the railroad with no increase in obligation of funds.

CL:me
Attachment
cc: R. Trygstad
General Files

9777

May 7, 1984

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

CON 5
#9777

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9777 for work on the Johnson Creek Bridge Section of FAU 9867 in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

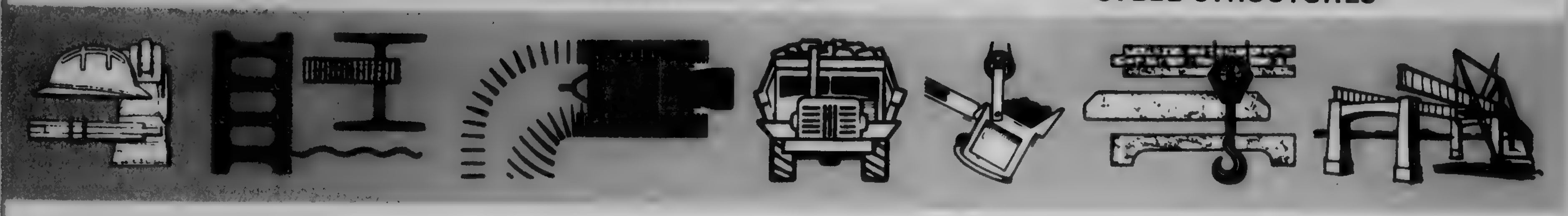
dc
Encl.

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Bruce Walton
Walt Hart
Jan Peterson
E. L. Hardt
Gary Kennen

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

March 23, 1984

Office of Commission Services
Rm. 121 Transportation Bldg.
Salem, Oregon 97310

Gentlemen:

#9777

The D.B.E. for the Johnson Creek Bridge will be, Pacific Northwest Guardrail & Supply 3904 N.E. Union Ave. Portland, Oregon 97212.

Item	Description	Quanity	Unit Price	Total
# 1	Mobilization		L.S.	800.00
29	Guard Rail Type 2A	25 L.Ft.	12.00	300.00
30	Guard Rail Type 3	38 L.Ft.	25.00	950.00
31	Guard Rail Anchor Type 1 Modified	1 ea.	850.00	850.00
32	Rail End Pieces Type B	2 ea.	65.00	130.00
33	Type CL-6 w/pickets Chain Link Fence	100 L.Ft.	10.50	1,050.00
			TOTAL:	4,080.00

Also, Winston, Jim & Sons Inc. 9818 N.E. 239th. Str. Battle Ground, Washington 98604.

Item	Description	Quanity	Unit Price	Total
#15	Treated Base	440 Tons	22.00	9,680.00
			TOTAL:	9,680.00
			Grand Total:	13,760.00

Sincerely,

Douglas S. Coats

Douglas S. Coats

RECEIVED
MAR 23 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

7717

ROW 18-4

April 19, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Main Relocation
City of Gresham
Johnson Creek Bridge Section
FAU 9867 (Towle Road)
Multnomah County
Project No. IX-9867(8)

NOTED
E. S. HUNTER

Dear Mr. Christianson:

Confirmation of your verbal authorization for City of Gresham to proceed with the relocation of their water main facilities in conflict with this project as of April 16, 1984 is requested. An estimate of cost is being prepared by the City. Rough estimate of cost is $8,000. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
April 19, 1984 is approved

C. T. Christianson, Area Engr.

JMC/nv
cc: E. S. Hunter
W. F. Cobine
E. L. Hardt
Gary Kennen
R. L. Fleming
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
APR 26 '84
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

RECEIVED
RR & UTILITY UNIT

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO

LOC 3

TO: FILES

DATE: April 5, 1984

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 22, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened March 22, 1984 on the following projects:

1. Cascade Highway N @ Johnson Creek Boulevard
   Clackamas County
   Traffic Signals

   Pedestrian signals and sidewalk ramps will be installed for pedestrian/bicycle use.

2. Powers Junction-Shields Creek and
   Powers Junction-Warner Creek
   Coos Bay-Roseburg and Powers Highways
   Coos and Douglas Counties
   Paving

   Overlay. Eight-foot shoulders on Coos Bay-Roseburg Highway and four-foot shoulders on Powers Highway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Deschutes River (General Patch) Bridge
   South Century Drive, Deschutes County
   Grading, Paving and Structure

   Twelve-foot lanes with six-foot shoulders on structure and roadway. A six-foot bicycle path will also be constructed under the bridge connecting the park areas.

4. Lava Butte-Fremont Highway Junction
   The Dalles-California Highway-Old Shevlin Camp Road
   The Dalles-California and Fremont Highways

   Variable shoulders, four to eight feet, sufficient for bicycle use. The Dalles-California will be striped and signed with bike lane to S. Century Drive at M.P. 133.1.

5. Soams Curve
   Florence-Eugene Highway, Lane County
   Grading and Paving

   Twelve-foot lanes with five-foot shoulders. Shoulders will be striped and stenciled for bike lanes.

6. "Q" Street-S. "A" Street
   Springfield (2nd and 3rd Streets) Highway
   Lane County
   Paving
   Overlay Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. Johnson Creek Bridge (Gresham)
   Towle Avenue, Multnomah County
   Structure

   Five-foot sidewalks and four-foot shoulders on roadway and sturcture for bicycle and pedestrian use. Project has been designed to enable connection to a proposed future Johnson Creek Bikeway.

8. Project withdrawn.

9. NE Columbia Blvd-NE Sandy Blvd Park and Ride Lot
   Est Portland Freeway, Multnomah County
   Sidewalks and Bicycle Parking Facilities are Being Contructed.

10. Minam Grade
    Wallows Lake Highway, Union County
    Guardrail

    Same as No. 6.

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell

1777

ROAD DESIGN SECTION DES 16

Curt Duval
Metro Location Manager

March 14, 1984

Donald R. Adams
Final Design Engineer

Johnson Creek Bridge Section
FAU 9867
Multnomah County

1 Versteeg ✓
Anderson
2 Adams
Macnab
Edwards
Terpin
3 Trost
Wabnitz

RECEIVED
MAR 14 1984
ROAD DESIGN SECTION

(Cy to Norm Henry)
Do Not File ☐
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Action

This is in response to the questions and comments on the subject project by Multnomah County (see attachment).

RIPRAP:

As outlined in the Hydraulics report (attached) dated December 22, 1978, using a 50-year flood of 2,190 cfs with an average velocity of 5.5 to 6.5 fps and using a chart from Hydraulics' Book 11-6, the size of riprap required to hold the channel is Class 50. If additional information is known, the size or class or riprap may be adjusted. With the velocity that has been computed falling within the Class 50 range, this should be a maintenance-free installation.

DRAINAGE: (Temporary Detour)

The size of the temporary drainage structure was based on the length of time work will be permitted in the streambed. Special Provisions for this project, page 12, Section 108.04 (a) states "There shall be no operation of equipment in the active flowing stream between October 1 and May 1". The end area of 37 sq. ft. was thought to be sufficient to carry the stream flow between those dates.

The Note in question on Sheet 3B, "Detour Profile", stating a minimum diameter of 48 inches, was to assure that the use of drainage structures less than 48 inches in diameter would not be used. Also, the statement in the same note requires that the maximum height of drainage structure not exceed elevation 276.0. This would rule out the use of a single diameter of 84 inches.

BIKE PATH:

The construction of the bikepath as a connection from the main line to a "future" greenway along Johnson Creek has been deleted.

WORK PERMIT:

Work to be performed in Johnson Creek is covered by a General Permit dated November 24, 1983 from the Corps of Engineers.

Please convey this response to Multnomah County. We will welcome any further comments or information they might have.

Attachments

DRA:NM:ja

cc/attach. Ed Hardt
Jerry Backstrand
David Bryson
Norm Henry

Comments:

Sheet 2A - Riprap Detail at Bikeway & Bridge End

Gil Grisom

1 ft. thickness, Class 50 Riprap is not adequate for Johnson Creek. We recommend a 2' minimum thickness of heavier class Riprap - probably could use Class 700 modified to allow maximum 500 lb. size.

We feel Riprap Section as shown on plans will fail or as a minimum will require yearly maintenance and repairs. Repairs and replacement of Riprap would virtually destroy the bike path, requiring that the Riprap section should be a maintenance free installation (fail safe).

Sheet 3A - Note (5). A 38 Detour? S.F. opening can only be adequate for low runoff periods. Can the new structure be completed prior to a larger opening being required? I assume Special Provisions address duration restriction on detour - across Johnson Creek. Has a Corps of Engineers permit been obtained for this work?

Note (11). 312 ft. of bike path? Where? Approximately 180±' shows on Plan Sheet 3

Sheet 3 - Note (13). Vicinity BS line 20+50 on north side. Is this supposed to be bike rail?

The bike path as designed paralleling the south bank of Johnson Creek requires the removal of all natural bank protection and trees along the creek. Can't the alignment of the bike path be pulled away from the creek far enough to allow saving of natural trees, roots and vegetation along creek bank, except in the immediate vicinity of the bridge, where this is necessary to allow the most economical bridge to be constructed.

Sheet 3B - Detour Profile - lower left quadrant. Note states "Minimum end area 37 sq. ft. (Minimum diameter 48")." We assume 37 sq. ft. is correct and that 84" minimum diameter was intended.

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FORM 81-734-3030

ORE ON STATE HIGHWAY DIVI ON

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 22, 1978

David W. Bryson

FROM: David W. Bryson
Asst. Hydraulics Engineer

TO: MEMO TO THE FILES

SUBJECT: Johnson Creek Bridge
Powell Blvd - Butler Rd. (Gresham)
FAUS 9867
Multnomah County

The proposed project will replace an existing 30-foot long single span structure on vertical abutments.

Hydrology

Johnson Creek is an east-west tributary of the Willamette River and drains a 17.3 square mile area above the proposed bridge site. Thirty-seven years of stream gage records are available from gage number 14-2115 which is located approximately 3.5 miles downstream. The frequency vs discharge relationship based on this gage data is listed below. These values have been adjusted to reflect the difference in drainage area between the gage and the bridge site.

Recurrence Interval	Peak Discharge
100-year	2510 cfs
50-year	2190 cfs
25-year	1880 cfs
10-year	1475 cfs
5-year	1170 cfs

The largest flood of record occurred on December 22, 1964 when a peak discharge of 2620 cfs (18-year recurrence interval) was measured at the gage. The estimated peak for this flood at the bridge site is 1710 cfs (18-year recurrence interval). During this flood, the floodwaters were up over the existing bridge deck, but did not inundate the railroad tracks.

Hydraulic Design

The 50-year flood of 2190 cfs was chosen as the design flood for this project with an estimated highwater elevation of 283.0 feet (MSL). It is suggested that a 40-foot single span structure with vertical abutments be used for this crossing. During the 50-year design flood, this structure type will create 0.1 foot of backwater. During the 100-year flood, this structure type will create 0.2 foot of backwater with an estimated highwater elevation of 283.8 feet (MSL).

It is suggested that the north abutment be left in approximately the same location which will place all of the lengthening on the southern end. This will eliminate most of the abrupt bottleneck created by the existing structure.

The Portland District of the Corps of Engineers have made a flood insurance study covering the city of Gresham which includes the portion of Johnson Creek at the bridge site. Based on this study, the 100-year and 50-year flood elevations at the bridge site are 281.2 feet (MSL) and 280.6 feet (MSL) respectively which are 2.6 feet lower than the values contained in this report. The Corps of Engineers were notified of the discrepancy and decided to review their study. After a review, the Corps decided their flood elevations were in error and that the values contained in this report are more realistic.

Riprap

It is suggested that the abutment walls be protected with a 12-inch blanket of Class 50 riprap placed in a toe trench around the base of the abutment.

DWB:lt

cc: Frank Terpin
Walt Hart
Jack Davis
Duane Christensen
Don Harwell
Ed Hardt

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge – cfs	2190	2510	1710
m^3/s			
Frequency – yrs.	50	100	18
H.W. Elevation Natural Channel ft.	283.0	283.8	281.8
m.			
H.W. Elevation Channel Change ft.	—	—	—
m.			
Average Velocity – fps	5.5-6.5	6-7	5-5.5
mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Johnson Creek Bridge
Powell Blvd. – Butler Rd. Sec.
Multnomah County

COMPILED BY: Dave Bryson	DATE: December 11, 1978

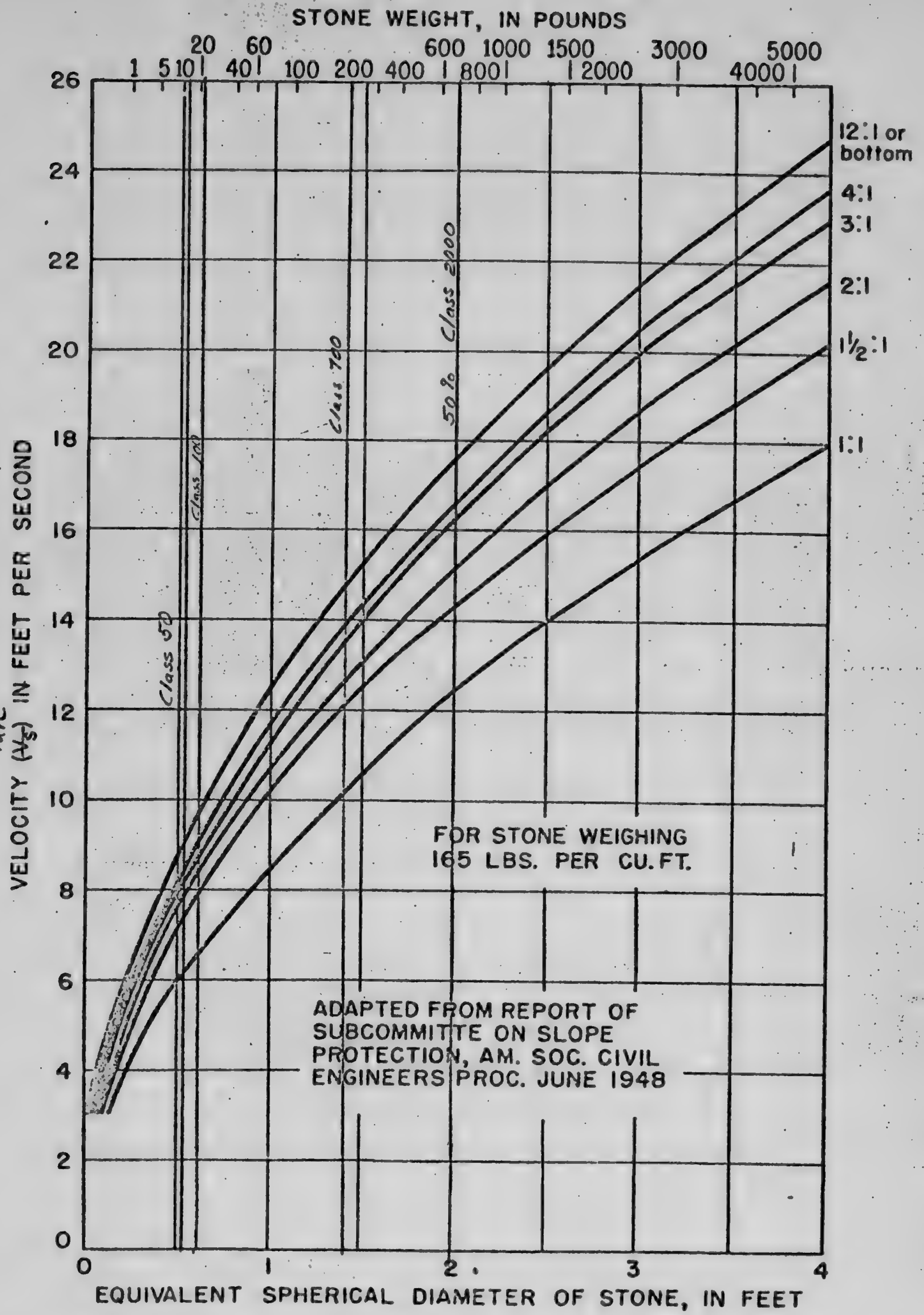

FIG. 2-SIZE OF STONE THAT WILL RESIST DISPLACEMENT FOR VARIOUS VELOCITIES AND SIDE SLOPES

Vol sphere = $4/3 \pi r^3$

Equivalent spherical dia = $2 \sqrt[3]{\frac{3V}{4\pi}}$

7777 Mult. N

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

March 7, 1984

RECEIVED
MAR 8 1984
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
Adams
✓ Macnab M
Edwards
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OSHD
Gary Kennen, Project Manager
3700 S. E. 92nd
Portland, OR 97266

RE: Johnson Creek Bridge Section

Dear Sir:

On this project and another we note that some new language has been added under Section 403.04 and is probably in all new paving work. I can't believe that what is written is what is meant.

I refer to the following:

"The Contractor and his personnel plus any subcontractors and their personnel who are involved in paving work, including paving aggregate production . . . "

and

"New personnel replacing anyone engaged in the paving work . . . "

Underlining added.

Strict reading of this could involve a very large number of people in our organization. Without discrediting Project Managers, who must be very knowledgeable in many diciplines, I feel that our personnel who are directly involved in paving work, are more knowledgeable about their job than either the Project Manager or myself. Therefore, some clarification of this section is required unless you should want to meet the whole paving crew, truckers, plant crew, etc.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton, Vice Pres. Eng.

cc: APA - Mike Huddleston
OSHD - Steven McNab

403.04 Prepaving Conference - The Contractor and his personnel plus any subcontractors and their personnel who are to be involved in the paving work, including paving aggregate production, shall meet with the Engineer for a prepaving conference at a time mutually agreed upon. At this conference, the Engineer will review the requirements of the Standard Specifications and special provisions applicable to all phases of the paving work. The Contractor in turn shall discuss his methods of accomplishing the paving work to meet these requirements.

New personnel replacing anyone engaged in the paving work, including paving aggregate production, subsequent to this conference shall be briefed by the Engineer prior to performing their duties on this project.

403.11 Classes of Asphalt Concrete and Proportions of Materials - Delete subsection 403.11 of the Standard Specifications and substitute the following:

403.11 Classes of Asphalt Concrete and Proportions of Materials - The asphalt concrete mixture on this project shall be a well-graded, uniform, durable commercial mix using all new materials or recycled materials as provided above. The components shall be within the limits set forth in the following table:

Sieve Size Passing	Class "C" Percentages of Total Aggregate (by weight)
1"	-
3/4"	100
1/2"	95-100
1/4"	60-80
No. 10	26-46
No. 40	9-25
No. 200	3-8
Asphalt Cement	*

*The asphalt cement content (percent of total mix, by weight) shall conform to the current approved new materials or recycled materials "job mix formula" (not over 2 years old) on file with the Highway Division for the source to be used, within a tolerance of plus or minus 0.5 percent. If there is no current new or recycled materials "job mix formula" on file, representative samples (200 pounds of each size of new aggregate, 300 pounds of salvaged asphalt concrete) of materials which conform to the specifications and are proposed for use in the mixture shall be furnished

rll

9777

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80367

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO Potter
FOR

Info	Invcs	R/O	D/R	Sign	Act	File

orig w/ att [illegible] 3/13

7. DATE AUTHORIZATION EFFECTIVE 2/29/84

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Johnson Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK
One Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
XX OTHER *(Specify)*
"Anticipated items as shown in your "PS&E" Estimate dated 2/24/84

13. REMARKS

As requested by Mr. Potter's letter of 2/27/84 I concur that it is in the public interest to advertise the subject project even though Right-of-Way Parcel No. 52576 has not been cleared. State will have legal and physical possession prior to requesting concurrence in award of contract.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 2/27/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $362,520, Federal Funds $308,142.

A signed copy of the Title Sheet is returned herewith.

14. DATE 2/29/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

9777

February 23, 1984

PRO 6-2

TO: EXECUTIVE DEPARTMENT
FEDERAL AID COORDINATION UNIT

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following:

ITEM NO.	PROJECT NO.	SECTION NAME & PNRS NO.
80367	IX-9867(8)	Johnson Creek Bridge Section # 7807-2-960

DRM:pf
Enclosure

cc: Dale E. Wilken, FHWA

9777

February 23, 1984

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 80367
Project No. IX-9867(8)
Johnson Creek Bridge Section
City Street (Gresham)
Multomah County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on March 22, 1984.

A copy of State Clearinghouse A-95 review conclusions was previously forwarded.

DRH:pf
Attachments

cc: E. L. Hardt, Metro Region
Jon Rose, Metro Region
Karen Bunk, Metro Region
Gary Zehner, w/attach.
General Files

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTME
BUREAU O

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1
(REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.: 2-23-84

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) City St., Jct. US 26, S 0.5 mi. (Gresham)	ADT	PRESENT 2,000	FUTURE - - -	YEAR - -	REGION 10	STATE NAME Oregon

STATE CODE: 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Structure	NATL. FOREST	FH ROUTE NO.	IMPV ADEY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): IX-	NUMBER: 9867 SEQ. NO.: (8)

CARD 4	CLASS OF FEDERAL FUNDS Interstate Transfer Grants	COUNTY NAME Multnomah			CODE 051
	NAME OF URBAN AREA Portland	ROUTE NO. U	FEDERAL-AID 9867	STATE City St.*	U.S. - - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (County)
5					PE							
5					ROW							
5					CONST (CODE) X080	09	"Johnson Creek Bridge Section"	0.031	144,000	122,400	- - -	$21,600
CARD 1	CODE 1	PREPARED BY DRH:pf					PROJECT TOTALS	0.031	144,000	122,400	- - -	$21,600

ESTIMATED PROJECT COST BY PHASES

1	14	PROGRAM APPROVAL DATES 10-1-83

* S.E. Towle Ave.

REMARKS
Additional Data: Item No. 80367;
Project No. IX-9867(3).

USCOMM D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

N NO.

O.

2-23-84

PROJECT LOCATION (45 typewriter spaces): City St., Jct. US 26, S 0.5 mi. (Gresham)

ADT PRESENT: 2,000

FUTURE: - - -

YEAR: - -

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN CODE: 580

ITEM NO.: 80367

PROPOSED WORK (35 typewriter spaces): Structure

NATL. FOREST:

FH ROUTE NO.:

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): IX- NUMBER: 9867 SEQ. NO.: (8)

I. Projects Only — POST MI.: DESIG.:

RAL FUNDS: Interstate Transfer Grants

COUNTY NAME: Multnomah

CODE: 051

PROGRAM STAGE: ☐ 1 OR ☐ 2

AREA: Portland

ROUTE NO. U — FEDERAL-AID: 9867 STATE: City St.* U.S.: - - -

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X080	09	"Johnson Creek Bridge Section"	0.031	144,000	122,400	- - -	$21,600	
			PROJECT TOTALS	0.031	144,000	122,400	- - -	$21,600	

PARED BY: DRH:pf

GRAM APPROVAL DATES: 10-1-83

* S.E. Towle Ave.

REMARKS: Additional Data: Item No. 80367;
Project No. IX-9867(3).

- OVER -

JOHNSON CREEK BRIDGE SECTION

Remarks Continued.

PROJECT DATA: Work under this project consists of 1) construct one reinforced concrete slab span bridge no. 16383 60-feet in length with 42-foot roadway and 5-foot sidewalks on each side; 2) construct approach as required; 3) construct detour and remove detour; 4) railroad protective services; 5) crossing work by railroad forces; 6) utility adjustments as required; and 7) incidentals common to this type of project.

MAINTENANCE AND ACCOMMODATIONS OF UTILITIES: A State-County-City agreement no. 6742 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed 5-23-83.

NOTE: 1) This project is in Congressional District No. 3.

2) Included in MSD FY '84 TIP/AE page 56, item 105.

7777

February 27, 1984

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Johnson Creek Structure Section
Federal-Aid Project No. 1X-9867(8)
Right-of-Way Clearance

We hereby request a public interest finding concerning the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1-6 (relative to contractor's working restrictions immediate occupancy and use at the anticipated advertising date). We will be requesting P.S. & E. approval and obligation for this project on February 29, 1984 for a March 22, 1984 bid opening.

We feel it is in the public interest to advertise this project although there is one Parcel 5257b that will not be vacated until March 24, 1984. Condemnation proceedings have been held and the State has made deposit to the Court. The State should have possession 4 days after receiving bids, but this shouldn't cause any problem because our normal procedure is a 6 to 8 day processing time after taking bids before award is made. In the event of further delay the contract will not be awarded until possession is obtained.

The completion date is October 15, 1984 and an advertising delay would make the paving very late in the season therefore we feel we should proceed on schedule.

This public interest finding is based on and supported by the attached memo from our Right of Way Section.

GAK:pf

cc: Rod Henry
Stephen Macnab

9777

PGE Portland General Electric Company

May 9, 1984

Richard L. Fleming
Department of Transportation
Highway Division
Metro Division
5821 N.E. Glisan
Portland, OR 97213

Subject: Powell Blvd - Johnson Creek section
FAU 9867 (Towle Rd) Multnomah County

Dear Mr. Fleming,

You have asked for any costs or charges that PGE might have with respect to the Street Lighting associated with the above job.

1. In the section between Johnson Creek and Powell Blvd. we have made Job #89273 which removes 3 PGE luminairs and one street light only pole with the remaining life value of the facilities plus removal calculated to be $579.06 as indicated on attached job sketch and spread sheet.

2. In the section between Johnson Creek and Heiney Rd. we made Job #89269 which removes 5 PGE luminairs with a remaining life value of facilities plus removal calculated to be $422.50 as indicated on attached sketch and spread sheets.

3. At Johnson Creek we prepared job #89251 which removes poles and wire and relocates a transformer on the old PEP right-of-way to make clearances for bridge construction and overhead clearances over the new bridge. The remaining life value of these facilities plus removal is calculated to be $1,179.69, as indicated on attached sketch and spread sheet.

4. At Johnson Creek bridge Gary Kennon requested that we prepare a cost estimate for deenergizing our 13KV, 57KV, and 115KV lines as is necessary because of the new bridge construction. The estimated cost of doing this work is $8,619.38 as indicated on attached spread sheet.

5. You submitted a proposed street lighting layout which would be let out as a portion of your road construction. This would be done in accordance to our rate schedule 91 under option B, where customer (City of Gresham)

RECEIVED
JUN 21 1984
RR & UTILITY UNIT

Gresham Division / 335 N.E. Roberts / P.O. Box 609, Gresham, Oregon 9[illegible]030 / (503) 661-5000

will install and own poles, luminairs and raceway and PGE will provide circuit and maintenance for the facilities. The applicant for permanent service shall be responsible for the Line Extension costs, less applicable Line Extension allowances listed in schedule 300. I have attached a copy of PGE's rules and regulations, Rule J, schedule 15 and 91 tariff and tariff 300 for your information. Our Job #87638 installs the facilities necessary to serve your lighting system and is estimated to cost $7,688. The allowable credits are as follows:

5 (400W HPS) x 158 KWH/Month x 12 month/yr. x 0.13/annual/kwh = $1,232.40
28 (200W HPS) x 82 KWH/Month x 12 month/yr. x 0.13/annual/kwh = $3,581.76
Allowable Credits $4,814.00

The Customers responsibility for cost in excess of allowance is estimated to be $2,874.

Should you have any questions concerning any of these costs please give Randy Sewell or myself a call at 661-5000.

Sincerely,

James a Doig

James A. Doig
Manager of Engineering
Gresham Division
City of Gresham
c: Ralph Wickham
Tom Metzger
Randy Sewell

JD:jc

③

DETAILED ESTIMATED COSTS
STATE OF OREGON
PROJECT IX-9867(8)

LOCATION: S.E. Towle Road - near Johnson Creek Bridge

REFERENCE: P.G.E. Job No. 89251

(3)(4)

REMAINING LIFE VALUE OF REMOVED POLE

Labor:			
3 man hole digger crew x 2.0 hrs.		$130.92	
Transportation:			
Type 2 vehicle x 2.0 hrs.		67.08	
Type 5 vehicle x 2.0 hrs.		28.56	
Material:			
1 pole, 35'	112.30		
Stores expense	22.46		
Total Material:		134.76	
Engineering & Supervision @ 25%:		90.33	
Subtotal - Base for depreciation		451.65	
Less: Depreciation - 33 years (.793)		358.16	
Total R.L.V. of removed pole			$93.49

REMAINING LIFE VALUE OF REMOVED CONDUCTORS

Labor:			
3 man Line crew x 2.0 hrs.		136.24	
Transportation:			
Type 1 vehicle x 2.0 hrs.		42.20	
Type 6 vehicle x 2.0 hrs.		5.44	
Material:			
1 cutout, No. 142	34.05		
330' wire, No. 2 AL. Triplex	95.70		
Stores Expense	25.95		
Total Material:		155.70	
Engineering & Supervision @ 25%		84.92	
Subtotal - Base for depreciation		424.50	
Less: Depreciation - 33 years (.800)		339.60	
Total R.L.V. of Removed conductors			84.90

REMAINING LIFE VALUE OF TRANSFORMER INSTALLATION

Labor:			
3 man line crew x 1.0 hrs.		68.12	

③

Transportation:			
Type 1 vehicle x 1.0 hrs.		21.10	
Type 6 vehicle x 1.0 hrs.		2.72	
Engineering & Supervision @ 25%		22.99	
Subtotal - Base for depreciation		114.93	
Less: Depreciation - 4 years (.448)		51.49	
Total R.L.V. of Removed transformer Inst.			63.44
COST TO REMOVE CONDUCTORS & TRANSFORMER			
Labor:			
3 man line crew x 5.0 hrs.		340.60	
Transportation:			
Type 1 vehicle x 5.0 hrs.		105.50	
Type 6 vehicle x 5.0 hrs.		13.60	
Engineering & Supervision @ 25%		114.93	
Less: Salvage on wire & cutout		40.51	
Total Cost to remove conductors & transformer			534.12
COST TO INSTALL POLE HARDWARE, CONDUCTOR & TRANSFORMER			
Labor:			
3 man line crew x 2.5 hrs.		170.30	
Transportation:			
Type 1 vehicle x 2.5 hrs.		52.75	
Type 6 vehicle x 2.5 hrs.		6.80	
Material:			
2 bolts, 5/8 x 14" machine	2.46		
1 cutout, No. 142 w/fuse	35.54		
15' wire, No. 4 poly Cu.	2.55		
30' wire, No. 2 AL. grd	1.80		
1 Grd. unit, driver	13.19		
1 clamp, hot line stirrup	14.16		
1 clamp, 795 AL. Hot	5.88		
1 sleeve, Anderson	1.62		
1 cover, sleeve	.42		
Stores expense	15.52		
Total Material:		93.14	
Engineering & Supervision @ 25%		80.75	
TOTAL COST TO INSTALL POLE HARDWARE, CONDUCTOR & TRANSFORMER			$403.74
Total Cost of PGE Job 89251			$1,179.69

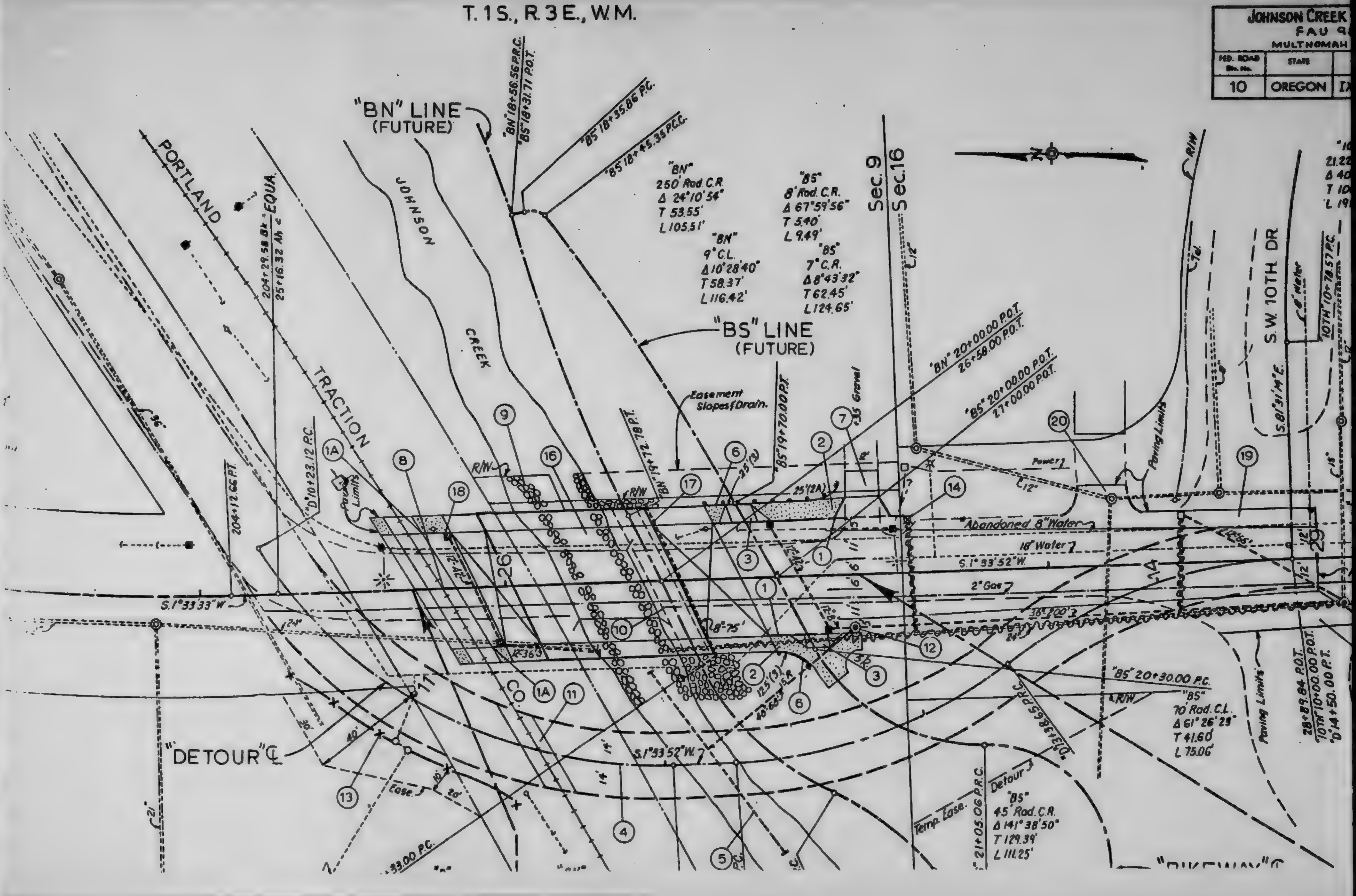
④

COST OF SWITCHING

Labor:		
3 man line crew x 75.0 hrs.	$5,109.00	
Transportation:		
Type 1 vehicle x 75.0 hrs.	1,582.50	
Type 6 vehicle x 75.0 hrs.	204.00	
Engineering & Supervision @ 25%	1,723.88	
Total Cost of switching		$8,619.38
Grand Total		$9,799.07

APPROVED Date 6/21/84
IN COMPLIANCE WITH
ACCOUNTING PROCEDURES
R L Evans
[illegible]
Asst. Controller

JOHNSON CREEK FAU 9 MULTNOMAH		
FED. ROAD Div. No.	STATE	
10	OREGON	IX


T. 1S., R.3E., W.M.
"BN" LINE (FUTURE)
"BS" LINE (FUTURE)
"BN" 18+56.56 P.R.C.
"BS" 18+31.71 P.O.T.
"BS" 18+35.86 P.C.
"BS" 18+45.35 P.C.C.
"BN" 250' Rad. C.R. Δ 24°10'54" T 53.55' L 105.51'
"BN" 9° C.L. Δ 10°28'40" T 58.37' L 116.42'
"BS" 8' Rad. C.R. Δ 67°59'56" T 5.40' L 9.49'
"BS" 7° C.R. Δ 8°43'32" T 62.45' L 124.65'
Sec. 9
Sec. 16
PORTLAND
TRACTION
JOHNSON
CREEK
204+29.58 Bk = EQUA.
25+16.32 Ah
204+12.66 P.T.
"D" 10+23.12 P.C.
Paving Limits
Easement Slopes & Drain.
"BS" 19+70.00 P.T.
"BN" 19+72.78 P.T.
"BN" 20+00.00 P.O.T.
26+58.00 P.O.T.
"BS" 20+00.00 P.O.T.
27+00.00 P.O.T.
.35 Gravel
Power
12"
Abandoned 8" Water
18" Water
S.1°33'52"W.
2" Gas
36" 200'
24"
S.1°33'33"W.
R/W
26
14
CO.
"DETOUR" ℄
Ease.
Temp. Ease.
Detour
"BS" 20+30.00 P.C.
"BS" 70' Rad. C.L. Δ 61°26'23" T 41.60 L 75.06'
"BS" 45' Rad. C.R. Δ 141°38'50" T 129.39' L 111.25'
"D" 13+38.65 P.R.C.
21+05.06 P.R.C.
"BIKEWAY" ℄
S.W. 10TH. DR
S.81°31'14"E.
8" Water
"10TH" 10+78.57 P.C.
28+89.84 P.O.T.
"10TH" 10+00.00 P.O.T.
"D" 14+50.00 P.T.
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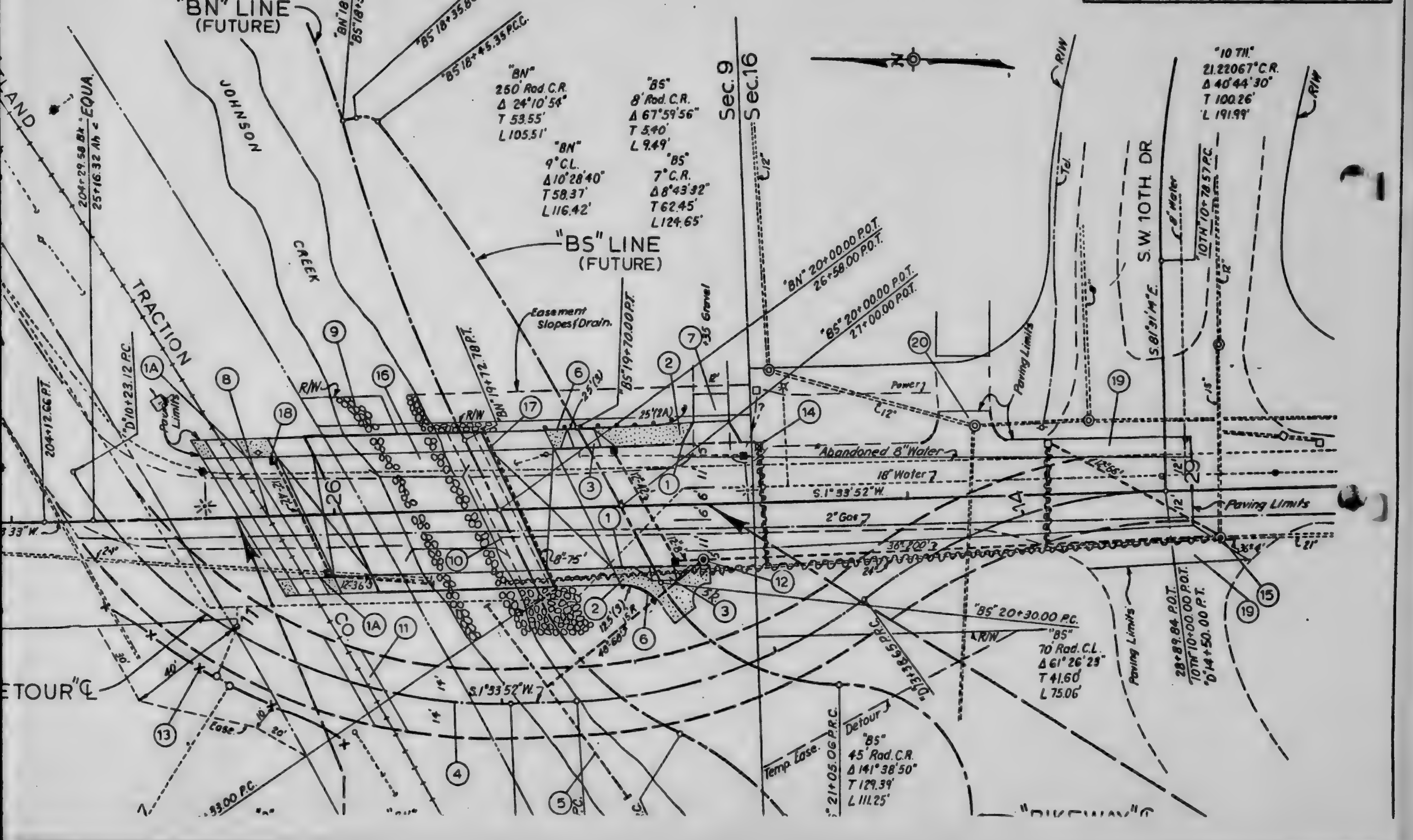
JOHNSON CREEK BRIDGE SEC. FAU 9867 MULTNOMAH COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-9867(8)		See Index

T.1S., R.3E., W.M.


"BN" LINE (FUTURE)
"BN" 18+56.56 P.R.C.
"BS" 18+31.71 P.O.T.
"BS" 18+35.86 P.C.
"BS" 18+45.35 P.C.C.
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"BN" 9° C.L. Δ 10°28'40" T 58.37' L 116.42'
"BS" 8' Rad. C.R. Δ 67°59'56" T 5.40' L 9.49'
"BS" 7° C.R. Δ 8°43'32" T 62.45' L 124.65'
"BS" LINE (FUTURE)
Sec. 9
Sec. 16
N
"10 TH." 21.22067° C.R. Δ 40°44'30" T 100.26' L 191.99'
R/W
JOHNSON
CREEK
TRACTION
LAND
204+29.58 Bk. 25+16.32 Ah. ℄ EQUA.
204+12.66 P.T.
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Easement Slopes/Drain.
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.35 Gravel
Power
12"
Abandoned 8" Water
18" Water
S.1°33'52"W.
2" Gas
Paving Limits
S.W. 10TH. DR
S.81°31'14"E.
8" Water
10TH 10+78.57 P.C.
15"
21"
26
29
14
25'(2A)
25'(1A)
12-A2
12-36
8-75
12.5'(1)
48-60
3P.
30"
24"
"BS" 20+30.00 P.C.
"BS" 70' Rad. C.L. Δ 61°26'23" T 41.60' L 75.06'
"D" 13+86.85 P.R.C.
28+89.84 P.O.T.
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"D" 14+50.00 P.T.
Paving Limits
"BS" 45' Rad. C.R. Δ 141°38'50" T 129.39' L 111.25'
Detour
Temp. Ease.
21+05.06 P.R.C.
S.1°33'52"W.
14'
Ease.
10'
20'
30'
40'
"DETOUR" ℄
"BIKEWAY" ℄
33"W.
33.00 P.C.
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9777

ev. 12-70)

1X-9867(8)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

oject Johnson Creek Bridge Date 14 February 1985

Highway FAU 9867 Contract No. 9777

County Multnomah Kind of Work Grading, Paving, Structure Contractor Douglas S. Coats, Inc.

	Authorized	Estimated
Contract Amount	230,409.00	222,200.00
Anticipated Items	48,500.00	65,990.00
Contingency (4½%)	12,550.91	7,871.72 ~~7,800.00~~
Engineering	25,010.81	48,000.00
Credits 40 Days Liquidated Damages @ $150./day	-	(-)6,000.00
PROJECT COST	316,561.72	338,061.72 ~~337,990.00~~
	NET INCREASE $	21,500.00 ~~21,428.28~~ OR 6.8 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
PA#2 (U) Temporary Striping	-	+492.00
PA#3 (U) Temporary GM Barrier	-	+1749.00
PA#3 (U) Waterproof Membrane	-	+4380.00
PA#4 (U) Relocate PGE Facility	-	+1180.00
SFO#3 (A) Work Done by PGE	8620.00	+3620.00
SFO#5 (A) Work done by City of Gresham	22,100.00	+14,100.00
Engineering	48,000.00	+22,899.00

APPROVED BY
OREGON TRANSPORTATION COMMISSION
DATE 3-19-85

Principal reasons for overruns (Continue on reverse side): SFO#5 - More work relocating water line than had been anticipated. Engineering - Overran primarily due to the spasmodic work scheduling of the contractor which required State inspection even though project progress was slow.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Gary Keuner
Resident Engineer

Noted by O. P. Jackson
Construction or Bridge Engineer

Confirmed by Marvin Arff
Regional Engineer

Noted by Wayne E. Schwartz
Deputy or State Highway Engineer

SP*68727-734

9777

IX-9867(8)

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: March 7, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Johnson Creek Bridge Section
FAU 9867 Highway, Multnomah County
Contract No. 9777

This federal aid project has recently been completed and it now appears that the final cost will exceed the project authorization by $21,500 or seven percent.

Adjustment of a city water main was required because of a conflict with one wingwall of the bridge. This work was anticipated, but the cost to perform the work was $14,100 more than the amount provided in the project authorization.

In addition to the above there were a number of minor variations in bid item quantities, and items of extra work including six price agreements and four force orders. Though the bid item underruns approximately offset the cost of the unanticipated work, there were additional construction engineering costs incurred in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $21,500. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
G. G. Kennen
B. M. Walton ✓
D. L. Trout ✓

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
MAR 8 1985
REFER TO Brock
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

Form E-322 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Johnson Creek Bridge Date 14 February 1985

Highway FAU 9867 Contract No. 9777

County Multnomah Kind of Work Grading,Paving, Structure Contractor Douglas S. Coats, Inc.

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Principal reasons for overruns (Continue on reverse side): SFO#5 - More work relocating water line than had been anticipated. Engineering - Overran primarily due to the spasmodic work scheduling of the contractor which required State inspection even though project progress was slow.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Gary Keuwen
Resident Engineer

Noted by O.P. Jackson
Construction or Bridge Engineer

Confirmed by Marvin Apff
Regional Engineer

Noted by
Deputy or State Highway Engineer

SP*88727-734

9777

6-14-85

OREGON STATE HIGHWAY DIVISION
CERTIFICATION OF FORCE ORDER COMPLETION

PROJECT Johnson Creek Bridge

STATE FORCE ORDER NO. 5

CONTRACT NO. 9777

HIGHWAY FAU 9867 (Towle Avenue)

F.A. NO. IX-9867(8)

COUNTY Multnomah

PREFIX NO. 226-1011

DESCRIPTION OF WORK Relocate approximately 110 lin. ft. of 18-inch water line in conflict with Bent No. 2 westerly wing wall.

DATE WORK STARTED May 7, 1984

DATE WORK COMPLETED May 30, 1984

I hereby certify that all work under the above order was performed as authorized.

Date. 6-14-85

Gary [illegible] Signature

Project Manager Title

CC: Traffic
Program Management
Contract Payments
Region Engineer (Metro)
File

CC:

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 14 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

9777

6-14-85

OREGON STATE HIGHWAY DIVISION
CERTIFICATION OF FORCE ORDER COMPLETION

PROJECT Johnson Creek Bridge

STATE FORCE ORDER NO. 4

CONTRACT NO. 9777

HIGHWAY FAU 9867 (Towle Avenue)

F.A. NO. IX-9867(8)

COUNTY Multnomah

PREFIX NO. 226-1011

DESCRIPTION OF WORK Roadbed construction causes power-line facilities to be relocated.

DATE WORK STARTED May 1984

DATE WORK COMPLETED May 1985

I hereby certify that all work under the above order was performed as authorized.

Date, 6-14-85

Gary Kerner Signature

Project Manager Title

CC: Traffic
Program Management
Contract Payments
Region Engineer (Metro)
File

CC:

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 14 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

9777

6-14-85

OREGON STATE HIGHWAY DIVISION
CERTIFICATION OF FORCE ORDER COMPLETION

PROJECT Johnson Creek Bridge

STATE FORCE ORDER NO. 3

CONTRACT NO. 9777

HIGHWAY FAU 9867 (Towle Avenue)

F.A. NO. IX-9867(8)

COUNTY Multnomah

PREFIX NO. 226-1011

DESCRIPTION OF WORK Construction of the Johnson Creek Bridge makes it necessary to de-energize power lines during the northerly-abutment pile driving operation. Power is to be restored during the weekends.

DATE WORK STARTED July 18, 1984

DATE WORK COMPLETED July 20, 1984

I hereby certify that all work under the above order was performed as authorized.

Date 6-14-85

Gary Signature

Project Manager Title

CC: Traffic
Program Management
Contract Payments
Region Engineer (Metro)
File

CC:

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 14 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

9777

6-14-85

OREGON STATE HIGHWAY DIVISION
CERTIFICATION OF FORCE ORDER COMPLETION

PROJECT Johnson Creek Bridge

STATE FORCE ORDER NO. 2

CONTRACT NO. 9777

HIGHWAY FAU 9867 (Towle Avenue)

F.A. NO. IX-9867(8)

COUNTY Multnomah

PREFIX NO. 226-1011

DESCRIPTION OF WORK Install and remove temporary railroad crossing. Install new permanent railroad crossing.

DATE WORK STARTED May 24, 1984

DATE WORK COMPLETED January 19, 1985

I hereby certify that all work under the above order was performed as authorized.

Date 6-14-85

Gary Keuner Signature

Project Manager Title

CC: Traffic
Program Management
Contract Payments
Region Engineer (Metro)
File

CC:

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 14 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

9777

6-14-85

OREGON STATE HIGHWAY DIVISION
CERTIFICATION OF FORCE ORDER COMPLETION

PROJECT	Johnson Creek Bridge	STATE FORCE ORDER NO.	1
		CONTRACT NO.	9777
HIGHWAY	FAU 9867 (Towle Avenue)	F.A. NO.	IX-9867(8)
COUNTY	Multnomah	PREFIX NO.	226-1011

DESCRIPTION OF WORK Protective Costs for Portland Traction Co.

DATE WORK STARTED May 1984

DATE WORK COMPLETED January 19, 1985

I hereby certify that all work under the above order was performed as authorized.

Date, 6-14-85

Gary Keune Signature

Project Manager Title

CC: Traffic
Program Management
Contract Payments
Region Engineer (Metro)
File

CC:

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 14 1985
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

OREGON STATE HIGHWAY DIVISION 07/24/85 **PROGRESS ESTIMA**

SECTION JOHNSON CREEK BRIDGE
HIGHWAY FAU 9867
COUNTY MULTNOMAH
TYPE WORK GRADING, PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	10-15-84	40 CD	04-03-85
B)			
C)			

CONTRACTOR DOUGLAS S. COATS, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
00001	E L HARDT REGN ENGR						
00002	GARY KENNEN PROJECT MANAGER						
001	MOBILIZATION	LUMP SUM	200000000	100000	2000000	100000	2000000
002	TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	5000000	100000	50000	100000	50000
003	TEMPORARY SIGNS	SQ FT	50000	160000	80000	130500	65250
004	TEMPORARY BARRICADES	EACH	500000	5000	25000	5000	25000
005	TEMP CONT RAIL TRAFFIC BARRIERS REFLEC	LIN FT	100000	100000	100000	75000	75000
006	TEMPORARY GUARD RAIL TYPE 1 REFLECTR	LIN FT	70000	525000	367500	575000	402500
007	FLAGGERS	HOUR	100000	200000	200000	64000	64000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM 81 734 3498 REV. 9-72

EXTENSION	APPROVED	USED
CD	04-03-85	

CONTRACT NO. C09777
F.A.P. IX 9867008

PREFIX C09777
AWARDED 04 16 84
ESTIMATE NO. 012

WORK DONE TO:

ESTIMATED DATE
OF COMPLETION:

S S. COATS, INC.

SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/02		TO COMPLETE 85/00/00		GROUP P OR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
						11		
100000	2000000	100000	2000000			11		
100000	50000	100000	50000			11		
130500	65250	130500	65250			11		
5000	25000	5000	25000			11		
75000	75000	75000	75000			11		
575000	402500	575000	402500			11		
64000	64000	64000	64000			11		

OREGON STATE HIGHWAY DIVISION 07/24/85 PROGRESS ESTIM

SECTION JOHNSON CREEK BRI[illegible]

HIGHWAY FAU 9867

COUNTY MULTNOMAH

TYPE WORK GRADING, PAVING & STRUCTURE

SP[illegible]IED COMPLETION	EXTENSION	APPROVED
A) 10-15-84	40 CD	04-03-85
B)		
C)		

CONTRACTOR DOUGLAS S. COATS, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
00799	ROADWORK						
008	CLEARING AND GRUBBING	LUMP SUM	80000000	100000	800000	100000	800000
009	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	5000000	100000	50000	100000	50000
010	TOE TRENCH EXCAVATION	CU YD	80000	40000	32000	58000	46400
011	EMBANKMENT IN PLACE	CU YD	1000	2000000	20000	1270000	12700
012	STONE EMBANKMENT	CU YD	1000	230000	2300		
013	DETOUR REMOVAL EXCAVATION	CU YD	1000	1820000	18200	180600	1806
014	TRENCH EXCAVATION	CU YD	50000	498000	249000	279810	139905
015	TREATED BASE PA #5	TON	250000	440000	1100000	197330	493325

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM 81 734 3498 REV. 9 72

EXTENSION	APPROVED	USED
D CD	04-03-85	

CONTRACT NO. C09777
F.A.P. IX 9867008
PREFIX C09777
AWARDED 04 16 84
ESTIMATE NO. 012
SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

AS S. COATS. INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/02		TO COMPLETE 85/00/00		GROUP P or N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
100000	800000	100000	800000			11		
100000	50000	100000	50000			11		
58000	46400	58000	46400			11		
1270000	12700	1270000	12700			11		
						11		
180600	1806	180600	1806			11		
279810	139905	279810	139905			11		
197330	493325	197330	493325			11		

OREGON STATE HIGHWAY DIVISION 07/24/85 **PROGRESS ESTIM**

SECTION JOHNSON CREEK BRIDGE

HIGHWAY FAU 9867

COUNTY MULTNOMAH

TYPE WORK GRADING, PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	10-15-84	40 CD	04-03-8
B)			
C)			

CONTRACTOR DOUGLAS S. COATS, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
016	AGGREGATE SHOULDERS PA #5	TON	80000	536000	428800	597975	478380
017	CLASS C ASPHALT CONCRETE	TON	340000	335000	1139000	383710	1304614
018	8-INCH CULVERT PIPE	LIN FT	100000	15000	15000	20000	20000
019	48-INCH CULVERT PIPE	LIN FT	400000	68000	272000	68000	272000
020	12-INCH STORM SEWER PIPE	LIN FT	100000	282000	282000	189000	189000
021	36-INCH STORM SEWER PIPE	LIN FT	500000	204000	1020000	164000	820000
022	TEMPORARY DRAINAGE STRUCTURE	LUMP SUM	10000	100000	100	100000	100
023	CONCRETE MANHOLES	EACH	10000000	1000	100000	1000	100000
024	CONCRETE DROP MANHOLE	EACH	35000000	1000	350000	1000	350000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03

FORM 81 734 3498 REV. 9-72

EXTENSION	APPROVED	USED
CD	04-03-85	

CONTRACT NO. C09777
F.A.P. IX 9867008
PREFIX C09777
AWARDED 04 16 84
ESTIMATE NO. 012
SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S S. COATS, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/02		TO COMPLETE 85/00/00		GROUP P or N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
597975	478380	597975	478380			11		
383710	1304614	383710	1304614			11		2000
20000	20000	20000	20000			11		
68000	272000	68000	272000			11		
189000	189000	189000	189000			11		
164000	820000	164000	820000			11		
100000	100	100000	100			11		
1000	100000	1000	100000			11		
1000	350000	1000	350000			11		

OREGON STATE HIGHWAY DIVISION 07/24/85 **PROGRESS ESTIM**

SECTION JOHNSON CREEK BRID[illegible]

HIGHWAY FAU 9867

COUNTY MULTNOMAH

TYPE WORK GRADING, PAVING & STRUCTURE

SP[illegible]IED COMPLETION	EXTENSION	APPROVED
A) 10-15-84	40 CD	04-03-8
B)		
C)		

CONTRACTOR DOUGLAS S. COATS, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
025	CONCRETE INLETS TYPE G-2	EACH	3000000	2000	60000	2000	60000
026	CONCRETE INLETS TYPE CG-2	EACH	4000000	2000	80000	2000	80000
027	8-INCH DRAIN PIPE	LIN FT	100000	60000	60000	57000	57000
028	SPECIAL FILTER MATERIAL IN DRAINS	CU YD	200000	6000	12000	6000	12000
029	GUARD RAIL TYPE 2A	LIN FT	150000	25000	37500	25000	37500
030	GUARD RAIL TYPE 3	LIN FT	300000	38000	114000	37500	112500
031	GUARD RAIL ANCHORS TYPE 1 MODIFIED	EACH	3500000	1000	35000	1000	35000
032	RAIL END PIECES TYPE B	EACH	500000	2000	10000	2000	10000
033	TYPE CL-6 WITH PICKETS CHAIN LNK FENCE	LIN FT	85000	100000	85000	100000	85000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 04

FORM 81 734 3498 REV 9 72

EXTENSION CD

APPROVED 04-03-85

USED

CONTRACT NO. C09777

F.A.P. IX 9867008

PREFIX C09777

AWARDED 04 16 84

ESTIMATE NO. 012

SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S S. COATS, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/02		TO COMPLETE 85/00/00		GROUP P or N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
2000	60000	2000	60000			11		
2000	80000	2000	80000			11		
57000	57000	57000	57000			81		
6000	12000	6000	12000			81		
25000	37500	25000	37500			11		
37500	112500	37500	112500			11		
1000	35000	1000	35000			11		
2000	10000	2000	10000			11		
100000	85000	100000	85000			11		

OREGON STATE HIGHWAY DIVISION 07/24/85 **PROGRESS ESTIMA**

SECTION JOHNSON CREEK BRIDGE

HIGHWAY FAU 9867

COUNTY MULTNOMAH

TYPE WORK GRADING, PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	10-15-84	40 CD	04-03-85
B)			
C)			

CONTRACTOR DOUGLAS S. COATS, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
034	CONCRETE WALKS	SQ YD	120000	60000	72000	37410	44892
035	CONCRETE DRIVEWAYS	SQ YD	200000	15000	30000	11830	23660
036	CONCRETE CURBS	LIN FT	50000	80000	40000	108000	54000
037	EXTRA FOR ASPHALT APPROACHES	EACH	1750000	3000	52500	1000	17500
038	LOOSE RIPRAP CLASS 50	CU YD	140000	105000	147000	139790	195706
03899	STRUCTURE BRIDGE NO 16383						
039	BRIDGE REMOVAL WORK	LUMP SUM	150000000	100000	1500000	100000	1500000
040	SHORING AND CRIBBING	LUMP SUM	10000000	100000	100000	100000	100000
041	STRUCTURE EXCAVATION	CU YD	80000	12000	9600	22920	18336

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 05

FORM 81 734 3498 REV. 9-72

EXTENSION	APPROVED	USED
CD	04-03-85	

CONTRACT NO. C09777
F.A.P. IX 9867008
PREFIX C09777
AWARDED 04 16 84
ESTIMATE NO. 012
SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE
OF COMPLETION:

S S. COATS. INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/02		TO COMPLETE 85/00/00		GROUP P OR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
37410	44892	37410	44892			81		
11830	23660	11830	23660			11		
108000	54000	108000	54000			11		
1000	17500	1000	17500			11		
139790	195706	139790	195706			11		
						11		
100000	1500000	100000	1500000			11		
100000	100000	100000	100000			11		
22920	18336	22920	18336			11		

OREGON STATE HIGHWAY DIVISION 07/24/85 **PROGRESS ESTIM**

SECTION	JOHNSON CREEK BRID	SPE IED COMPLETION	EXTENSION	APPROVED
HIGHWAY	FAU 9867	A) 10-15-84	40 CD	04-03-85
		B)		
COUNTY	MULTNOMAH	C)		
TYPE WORK	GRADING, PAVING & STRUCTURE	CONTRACTOR	DOUGLAS S. COATS, INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
041	STRUCTURE EXCAVATION	CU YD	80000	84000	67200	160390	128312
	ITEM TOTAL	041		96000	76800	183310	146648
042	SPECIAL WALL BACKFILL	CU YD	150000	92000	138000	117490	176235
043	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	20000000	100000	200000	100000	200000
044	FURNISH HP 10X42 STEEL PILES	LIN FT	200000	792000	1584000	608498	1216996
044	FURNISH HP 10X42 STEEL PILES	LIN FT	200000	72000	144000	55801	111602
	ITEM TOTAL	044		864000	1728000	664299	1328598
045	DRIVE STEEL PILES	LIN FT	5000	792000	39600	608498	30425
045	DRIVE STEEL PILES	LIN FT	5000	72000	3600	55801	2790
	ITEM TOTAL	045		864000	43200	664299	33215
046	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	293400000	67000	1965780	67000	1965780
046	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	293400000	33000	968220	33000	968220
	ITEM TOTAL	046		100000	2934000	100000	2934000
047	REINFORCEMENT	LUMP SUM	70000000	65000	455000	65000	455000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 06

FORM 81 734 3498 REV 9 72

EXTENSION CD

APPROVED 04-03-85

USED

CONTRACT NO. C09777

F.A.P. IX 9867008

PREFIX C09777

AWARDED 04 16 84

ESTIMATE NO. 012

SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S S. COATS. INC.

CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 85/00/02 QUANTITY	PERFORMED TO DATE 85/00/02 AMOUNT	TO COMPLETE 85/00/00 QUANTITY	TO COMPLETE 85/00/00 AMOUNT	GROUP P OR N	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
160390	128312	160390	128312			81		
183310	146648	183310	146648					
117490	176235	117490	176235			81		
100000	200000	100000	200000			11		
608498	1216996	608498	1216996			11		
55801	111602	55801	111602			81		
664299	1328598	664299	1328598					
608498	30425	608498	30425			11		
55801	2790	55801	2790			81		
664299	33215	664299	33215					
67000	1965780	67000	1965780			11		
33000	968220	33000	968220			81		
100000	2934000	100000	2934000					
65000	455000	65000	455000			11		

OREGON STATE HIGHWAY DIVISION 07/24/85 **PROGRESS ESTIM**

SECTION	JOHNSON CREEK BRIDGE		SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	FAU 9867	A)	10-15-84	40 CD	04-03-8
		B)			
COUNTY	MULTNOMAH	C)			
TYPE WORK	GRADING, PAVING & STRUCTURE	CONTRACTOR	DOUGLAS S. COATS, INC.		

ITEM	ITEM NAME		UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
NO.		UNIT		QUANTITY	AMOUNT	QUANTITY	AMOUNT
047	REINFORCEMENT	LUMP SUM	70000000	35000	245000	35000	245000
	ITEM TOTAL	047		100000	700000	100000	700000
048	4'X60'/65' PRESTRESSED SLABS	EACH	30000000	13000	3900000	13000	3900000
049	REINFORCED CONCRETE BRG END PANELS	SQ YD	500000	250000	1250000	219780	1098900
050	TWO-TUBE STEEL RAILING	LIN FT	450000	30000	135000	30000	135000
051	THREE-TUBE STEEL RAILING	LIN FT	500000	160000	800000	162000	810000
	TOTALS FOR ORIG. CONTRACT				23040900		21647334
	PRICE AGREEMENTS						
3001A	MOD ASPHALT SPEC						
3002A	TEMP STRIPING	LIN FT	2300			2140000	49220

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 07

FORM 81 734 3498 REV 9 72

EXTENSION	APPROVED	USED
CD	04-03-85	

CONTRACT NO. C09777
F.A.P. IX 9867008
PREFIX C09777
AWARDED 04 16 84
ESTIMATE NO. 012
SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S S. COATS. INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/02		TO COMPLETE 85/00/00		GROUP P OR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
35000	245000	35000	245000			81		
100000	700000	100000	700000					
13000	3900000	13000	3900000			11		
219780	1098900	219780	1098900			11		
30000	135000	30000	135000			11		
162000	810000	162000	810000			11		
	21647334		21647334					
						11		
2140000	49220	2140000	49220			11		

OREGON STATE HIGHWAY DIVISION 07/24/85 **PROGRESS ESTIMA**

SECTION	JOHNSON CREEK BRID	SP IED COMPLETION	EXTENSION	APPROVED
HIGHWAY	FAU 9867	A) 10-15-84	40 CD	04-03-85
		B)		
COUNTY	MULTNOMAH	C)		
TYPE WORK	GRADING, PAVING & STRUCTURE	CONTRACTOR	DOUGLAS S. COATS, INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
3003A	TEMP GM BARRIER	LIN FT	121500			144000	174960
3004A	INCREASE BI 46 & 47						
3005A	DECREASE BI #15						
3005B	INCREASE BI #16						
3006A	WATERPROOF MEMBRANE	SQ YD	146000			300000	438000
	SUB-TOTAL P. A.						662180
	ADJUSTMENTS						
6001A	LIQUIDATED DAMAGES	DAY	-1500000			40000	-600000
6002A	TIME EXTENSION APP 4-3-85	DAY	1500000			35000	525000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 08

FORM 81 734 3498 REV. 9 72

EXTENSION CD

APPROVED 04-03-85

USED

CONTRACT NO. C09777

F.A.P. IX 9867008

WORK DONE TO:

PREFIX C09777

AWARDED 04 16 84

ESTIMATE NO. 012

SEMI-FINAL

ESTIMATED DATE OF COMPLETION:

S S. COATS, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/02		TO COMPLETE 85/00/00		GROUP OR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
144000	174960	144000	174960			11	— X	1700
						11		
						11		
						11		
300000	438000	300000	438000			11	— X	4000
	662180		662180					
40000	-600000	40000	-600000			11		
35000	525000	35000	525000			10		

OREGON STATE HIGHWAY DIVISION 07/24/85 **PROGRESS ESTIM**

SECTION JOHNSON CREEK BRI[illegible]

HIGHWAY FAU 9867

COUNTY MULTNOMAH

TYPE WORK GRADING, PAVING & STRUCTURE

	SP[illegible]IED COMPLETION	EXTENSION	APPROVED
A)	10-15-84	40 CD	04-03-8
B)			
C)			

CONTRACTOR DOUGLAS S. COATS, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
6002A	TIME EXTENSION APP 4-3-85	DAY	1500000			5000	75000
	ITEM TOTAL	6002A				40000	600000
	SUB-TOTAL ADJ.						
	TOTALS ALL EXCEPT F.A.						22309514
	* TOTAL PAY COSTS				23040900		22309514
	STATE FORCE ORDERS						
92001	RAILROAD PROTECTIVE COSTS 94001						2500000
92002	TEMP & PERMANENT RAILROAD X'INGS 94003						1027100
92003	WORK DONE BY PGE 94006						861938
92004	RELOCATE PGE FAC						117969
92005	RELOCATE WATER LINES 94005						2210000
	SUB-TOTAL STATE FORCES						6717007

PROGRESS ESTIMATE AND COST REPORT

FORM 81 734 3498 REV 9 72

XTENSION	APPROVED	USED
CD	04-03-85	

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WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S. COATS, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/02		TO COMPLETE 85/00/00		GROUP P or N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
5000	75000	5000	75000			11		
40000	600000	40000	600000					
	22309514		22309514					
	22309514		22309514					
	2500000		2500000			11		
	1027100		1027100			11		
	861938		861938			11		
	117969		117969			11		
	2210000		2210000			11	X	22100
	6717007		6717007					

OREGON STATE HIGHWAY DIVISION 07/24/85 **PROGRESS ESTI**

SECTION JOHNSON CREEK BRID
HIGHWAY FAU 9867
COUNTY MULTNOMAH
TYPE WORK GRADING, PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPROVE
A)	10-15-84	40 CD	04-03-8
B)			
C)			

CONTRACTOR DOUGLAS S. COATS, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	ADD. ANTICIP. ITEMS						
94001	PORTLAND TRACTION CO PROT COSTS SFO 1	S			2500000		
94002	ROADSIDE SEEDING&MULCHING				50000		
94003	OTHER RAILROAD COSTS SFO 2				1000000		
94004	ADJUST UTILITIES						
94005	WORK BY CITY OF GRESHAM SFO #5				800000		
94006	WORK BY PGE SFO 3				500000		
98998	INC PROJ AUTH APP 3/19/85				2150000		
98999	CONTINGENCIES				1255091		

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 10

FORM 81 734 3498 REV. 9 72

TENSION	APPROVED	USED
CD	04-03-85	

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PREFIX C09777
AWARDED 04 16 84
ESTIMATE NO. 012
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WORK DONE TO:

ESTIMATED DATE
OF COMPLETION:

S. COATS. INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/02		TO COMPLETE 85/00/00		GROUP P or N	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
						11		
						11		
						11		
						11		
						11		

OREGON STATE HIGHWAY DIVISION 07/24/85 **PROGRESS ESTI**

SECTION JOHNSON CREEK BRID

HIGHWAY FAU 9867

COUNTY MULTNOMAH

TYPE WORK GRADING, PAVING & STRUCTURE

SPE IED COMPLETION	EXTENSION	APPROVE
A) 10-15-84	40 CD	04-03-8
B)		
C)		

CONTRACTOR DOUGLAS S. COATS, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
99999	ENGINEERING						
					2510181		4900000
							17000
					322 236		
	GRAND TOTALS				33806172		33926521

RESIDENT ENGINEER ------------------------- DATE ---------- DIVISION ENGINEER --

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 11

FORM 81-734-3498 REV. 9-72

XTENSION	APPROVED	USED
CD	04-03-85	

CONTRACT NO. C09777
F.A.P. IX 9867008
PREFIX C09777
AWARDED 04 16 84
ESTIMATE NO. 012
SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S. COATS, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/02		TO COMPLETE 85/00/00		GROUP P or N	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	4900000		4900000					
	17000							
	33926521		33926521					

DIVISION ENGINEER -------------------------- DATE ----------

OREGON STATE HIGHWAY DIVISION 07/24/85 **PROGRESS ESTIMA**

SECTION JOHNSON CREEK BRIL

HIGHWAY FAU 9867

COUNTY MULTNOMAH

TYPE WORK GRADING, PAVING & STRUCTURE

	SP[illegible]IED COMPLETION	EXTENSION	APPROVED
A)	10-15-84	40 CD	04-03-85
B)			
C)			

CONTRACTOR DOUGLAS S. COATS, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
PART CODE	EXPENDITURE AUTHORIZATION	SUBJOB	PERCENTAGE		PROJECT ID		VENDOR-NA

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 12

FORM 81 734 3498 REV. 9-72

EXTENSION	APPROVED	USED
CD	04-03-85	

CONTRACT NO. C09777
F.A.P. IX 9867008
PREFIX C09777
AWARDED 04 16 84
ESTIMATE NO. 012
SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S S. COATS, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/02		TO COMPLETE 85/00/00		GROUP P OR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	VENDOR-NAME							

9777 11-18-85

OREGON STATE HIGHWAY DIVISION REQUEST FOR WARRANT

Payable to: Douglas S Coats Inc
PO Box 311
Bend OR 97709

Project No.:

Hwy. Agr. No.:

Contract No.: 9777 Final

Project: Johnson Cr. Br.

Estimate No.: 13

Period Covered: to 2/4/85

Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
13	Retainage	3500.00		3500.00
	Interest on 3539.25			
	from 7/11/85 – 11/24/85			
	137 days @ 1.7454	239.12		239.12
Totals				
Retained ___%				
Total Payments		~~12~~ 3739.12		3739.12

Approved by:

Prepared by: JPeterson

Common Data Elements

Doc. No. ~~RW~~ C09777

11 18 85
Month Day Year

Agency 02 Vendor # 0000960188 Suf. __ Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RP!
01	240	C09777	000	8019					3500.00	C09777		
02	223	↓	001	↓	349				239.12			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

```
                               OREGON DEPARTMENT OF TRANSPORTATION                                          11/19/85
                                        HIGHWAY DIVISION
FMCP010-1       CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE                  PAGE:   1

CONTRACT NUMBER:  C09777             ESTIMATE NUMBER: 013          DOUGLAS S. COATS, INC.

NUMBER      NUMBER              CONTRACT          LIQUIDATED          RETAINAGE          FORCE ACCOUNT          NETPA
                                PAYMENT             DAMAGE                                   AMOUNT

AMOUNT TO DATE:               223,134.39             0.00             3,500.00                0.00          219,
PRIOR AMOUNT:                 223,095.14             0.00             3,500.00                0.00          219,5

PRESENT AMOUNT:                    39.25             0.00                 0.00                0.00

E           SUB-                CONTRACT          LIQUIDATED          RETAINAGE          FORCE ACCOUNT          NETPA
NUMBER      NUMBER              PAYMENT             DAMAGE                                   AMOUNT

C09777       011                  270.14             0.00                 0.00                0.00
C09777       081                  230.89-            0.00                 0.00                0.00

          TOTAL                    39.25             0.00                 0.00                0.00
```

Batch #C 163 11-19-85

```
             OREGON DEPARTMENT OF TRANSPORTATION
                      HIGHWAY DIVISION                                                      11/19/85
CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE
                                                                                            PAGE:    1
ER:  C09777           ESTIMATE NUMBER: 013           DOUGLAS S. COATS, INC.

            CONTRACT           LIQUIDATED             RETAINAGE          FORCE ACCOUNT             NETPAY
BER         PAYMENT             DAMAGE                                      AMOUNT

:         223,134.39             0.00               3,500.00                0.00             219,634.39
          223,095.14             0.00               3,500.00                0.00             219,595.14

:              39.25             0.00                   0.00                0.00                  39.25
-
            CONTRACT           LIQUIDATED             RETAINAGE          FORCE ACCOUNT             NETPAY
HER         PAYMENT             DAMAGE                                      AMOUNT

1             270.14             0.00                   0.00                0.00                 270.14
1             230.89-            0.00                   0.00                0.00                 230.89-

               39.25             0.00                   0.00                0.00                  39.25
```

Batch #C 163 11-19-85

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1029 (REV. 7-73)

COUNTY: MULTNOMAH

CONTRACT NO.: C09777

ESTIMATE NO.: 13

PREFIX NO'S.:

HIGHWAY: FAU 9867

FEDERAL AID PROJECT NO.: IX 9867008

SECTION: JOHNSON CREEK BRIDGE

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRES
001	11 MOBILIZATION		LUMP SUM	20000.0000	100.000	20000.00	20000.00	
002	11 TEMPORARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	500.0000	100.000	500.00	500.00	
003	11 TEMPORARY SIGNS		SQ FT	5.0000	130.800	654.00	652.50	
004	11 TEMPORARY BARRICADES		EACH	50.0000	5.000	250.00	250.00	
005	11 TEMP CONT RAIL TRAFFIC	BARRIERS REFLEC	LIN FT	10.0000	75.000	750.00	750.00	
006	11 TEMPORARY GUARD RAIL	TYPE 1 REFLECTR	LIN FT	7.0000	576.000	4032.00	4025.00	
007	11 FLAGGERS		HOUR	10.0000	64.000	640.00	640.00	
008	11 CLEARING AND GRUBBING		LUMP SUM	8000.0000	100.000	8000.00	8000.00	
009	11 REMOVAL OF STRUCTURES AND OBSTRUCTIONS		LUMP SUM	500.0000	100.000	500.00	500.00	
010	11 TOE TRENCH EXCAVATION		CU YD	8.0000	58.000	464.00	464.00	
011	11 EMBANKMENT IN PLACE		CU YD	.1000	1,270.000	127.00	127.00	
013	11 DETOUR REMOVAL EXCAVATION		CU YD	.1000	180.600	18.06	18.06	
014	11 TRENCH EXCAVATION		CU YD	5.0000	280.960	1404.80	1399.05	
015	11 TREATED BASE	PA #5	TON	25.0000	197.330	4933.25	4933.25	
016	11 AGGREGATE SHOULDERS	PA #5	TON	8.0000	597.975	4783.80	4783.80	
017	11 CLASS C ASPHALT	CONCRETE	TON	34.0000	383.720	13046.48	13046.14	
018	11 8-INCH CULVERT PIPE		LIN FT	10.0000	20.000	200.00	200.00	
019	11 48-INCH CULVERT PIPE		LIN FT	40.0000	68.000	2720.00	2720.00	
020	11 12-INCH STORM SEWER PIPE		LIN FT	10.0000	191.000	1910.00	1890.00	
021	11 36-INCH STORM SEWER PIPE		LIN FT	50.0000	168.000	8400.00	8200.00	
022	11 TEMPORARY DRAINAGE	STRUCTURE	LUMP SUM	1.0000	100.000	1.00	1.00	
023	11 CONCRETE MANHOLES		EACH	1000.0000	1.000	1000.00	1000.00	
024	11 CONCRETE DROP MANHOLE		EACH	3500.0000	1.000	3500.00	3500.00	
025	11 CONCRETE INLETS	TYPE G-2	EACH	300.0000	2.000	600.00	600.00	
026	11 CONCRETE INLETS	TYPE CG-2	EACH	400.0000	2.000	800.00	800.00	
027	81 8-INCH DRAIN PIPE		LIN FT	10.0000	57.000	570.00	570.00	
028	81 SPECIAL FILTER MATERIAL	IN DRAINS	CU YD	20.0000	5.890	117.80	120.00	
029	11 GUARD RAIL TYPE 2A		LIN FT	15.0000	25.000	375.00	375.00	
030	11 GUARD RAIL TYPE 3		LIN FT	30.0000	38.000	1140.00	1125.00	
031	11 GUARD RAIL ANCHORS	TYPE 1 MODIFIED	EACH	350.0000	1.000	350.00	350.00	
032	11 RAIL END PIECES	TYPE B	EACH	50.0000	2.000	100.00	100.00	

DATE 11 19 85 PG. 01 C09777	TOTAL CONTRACT ITEMS			
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS			
CHECKED BY:	FORCE ACCOUNT			
ENGINEER OR AUDITOR	TOTAL PAYMENTS			

CT PAYMENT VOUCHER

STATE HIGHWAY DIVISION

7-78)

COUNTY MULTNOMAH	CONTRACT NO. C09777	ESTIMATE NO. 13	PREFIX NO'S.
HIGHWAY FAU 9867	FEDERAL AID PROJECT NO. IX 9867008		
SECTION JOHNSON CREEK BRIDGE			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ILIZATION		LUMP SUM	20000.0000	100.000	20000.00	20000.00	
PORARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	500.0000	100.000	500.00	500.00	
PORARY SIGNS		SQ FT	5.0000	130.800	654.00	652.50	1.50
PORARY BARRICADES		EACH	50.0000	5.000	250.00	250.00	
P CONT RAIL TRAFFIC	BARRIERS REFLEC	LIN FT	10.0000	75.000	750.00	750.00	
PORARY GUARD RAIL	TYPE 1 REFLECTR	LIN FT	7.0000	576.000	4032.00	4025.00	7.00
GGERS		HOUR	10.0000	64.000	640.00	640.00	
ARING AND GRUBBING		LUMP SUM	8000.0000	100.000	8000.00	8000.00	
OVAL OF STRUCTURES AND OBSTRUCTIONS		LUMP SUM	500.0000	100.000	500.00	500.00	
TRENCH EXCAVATION		CU YD	8.0000	58.000	464.00	464.00	
ANKMENT IN PLACE		CU YD	.1000	1,270.000	127.00	127.00	
OUR REMOVAL EXCAVATION		CU YD	.1000	180.600	18.06	18.06	
NCH EXCAVATION		CU YD	5.0000	280.960	1404.80	1399.05	5.75
ATED BASE	PA #5	TON	25.0000	197.330	4933.25	4933.25	
REGATE SHOULDERS	PA #5	TON	8.0000	597.975	4783.80	4783.80	
SS C ASPHALT	CONCRETE	TON	34.0000	383.720	13046.48	13046.14	.34
NCH CULVERT PIPE		LIN FT	10.0000	20.000	200.00	200.00	
INCH CULVERT PIPE		LIN FT	40.0000	68.000	2720.00	2720.00	
INCH STORM SEWER PIPE		LIN FT	10.0000	191.000	1910.00	1890.00	20.00
INCH STORM SEWER PIPE		LIN FT	50.0000	168.000	8400.00	8200.00	200.00
PORARY DRAINAGE	STRUCTURE	LUMP SUM	1.0000	100.000	1.00	1.00	
CRETE MANHOLES		EACH	1000.0000	1.000	1000.00	1000.00	
CRETE DROP MANHOLE		EACH	3500.0000	1.000	3500.00	3500.00	
CRETE INLETS	TYPE G-2	EACH	300.0000	2.000	600.00	600.00	
CRETE INLETS	TYPE CG-2	EACH	400.0000	2.000	800.00	800.00	
NCH DRAIN PIPE		LIN FT	10.0000	57.000	570.00	570.00	
CIAL FILTER MATERIAL	IN DRAINS	CU YD	20.0000	5.890	117.80	120.00	2.20-
RD RAIL TYPE 2A		LIN FT	15.0000	25.000	375.00	375.00	
RD RAIL TYPE 3		LIN FT	30.0000	38.000	1140.00	1125.00	15.00
RD RAIL ANCHORS	TYPE 1 MODIFIED	EACH	350.0000	1.000	350.00	350.00	
L END PIECES	TYPE B	EACH	50.0000	2.000	100.00	100.00	
85 PG. 01 C09777		TOTAL CONTRACT ITEMS					
o.		% RETAINED ON CONTRACT ITEMS					
		FORCE ACCOUNT					
		TOTAL PAYMENTS					

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C09777

ESTIMATE NO. 13

FEDERAL AID PROJECT NO.

PREFIX NO'S.

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PR
033	11 TYPE CL-6 WITH PICKETS	CHAIN LNK FENCE	LIN FT	8.5000	100.000	850.00	850.00	
034	81 CONCRETE WALKS		SQ YD	12.0000	37.400	448.80	448.92	
035	11 CONCRETE DRIVEWAYS		SQ YD	20.0000	11.800	236.00	236.60	
036	11 CONCRETE CURBS		LIN FT	5.0000	108.000	540.00	540.00	
037	11 EXTRA FOR ASPHALT	APPROACHES	EACH	175.0000	1.000	175.00	175.00	
038	11 LOOSE RIPRAP CLASS 50		CU YD	14.0000	140.020	1960.28	1957.06	
039	11 BRIDGE REMOVAL WORK		LUMP SUM	15000.0000	100.000	15000.00	15000.00	
040	11 SHORING AND CRIBBING		LUMP SUM	1000.0000	100.000	1000.00	1000.00	
41	11 STRUCTURE EXCAVATION		CU YD	8.0000	21.693	173.54	183.36	
041	81 STRUCTURE EXCAVATION		CU YD	8.0000	151.847	1214.78	1263.12	
042	81 SPECIAL WALL BACKFILL		CU YD	15.0000	106.400	1596.00	1762.35	
043	11 FURNISH PILE DRIVING	EQUIPMENT	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
044	11 FURNISH HP 10X42	STEEL PILES	LIN FT	20.0000	610.972	12219.44	12169.96	
044	81 FURNISH HP 10X42	STEEL PILES	LIN FT	20.0000	56.028	1120.56	1116.02	
045	11 DRIVE STEEL PILES		LIN FT	.5000	643.032	321.52	304.25	
045	81 DRIVE STEEL PILES		LIN FT	.5000	58.968	29.48	27.90	
046	11 STRUCTURAL CONCRETE	CLASS 3300	LUMP SUM	29340.0000	67.000	19657.80	19657.80	
046	81 STRUCTURAL CONCRETE	CLASS 3300	LUMP SUM	29340.0000	33.000	9682.20	9682.20	
047	11 REINFORCEMENT		LUMP SUM	7000.0000	65.000	4550.00	4550.00	
047	81 REINFORCEMENT		LUMP SUM	7000.0000	35.000	2450.00	2450.00	
048	11 4'X60'/65' PRESTRESSED	SLABS	EACH	3000.0000	13.000	39000.00	39000.00	
049	11 REINFORCED CONCRETE	BRG END PANELS	SQ YD	50.0000	219.000	10950.00	10989.00	
050	11 TWO-TUBE STEEL RAILING		LIN FT	45.0000	30.000	1350.00	1350.00	
051	11 THREE-TUBE STEEL RAILING		LIN FT	50.0000	162.000	8100.00	8100.00	
	PRICE AGREEMENT ITEMS							
3002A	11 TEMP STRIPING		LIN FT	.2300	2,140.000	492.20	492.20	
3003A	11 TEMP GM BARRIER		LIN FT	12.1500	144.000	1749.60	1749.60	
3006A	11 WATERPROOF MEMBRANE		SQ YD	14.6000	300.000	4380.00	4380.00	
	ADJUSTMENT ITEMS							

DATE 11 19 85 PG. 02 C09777	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

T PAYMENT VOUCHER

STATE HIGHWAY DIVISION

o)

COUNTY	CONTRACT NO. C09777	ESTIMATE NO. 13	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
CL-6 WITH PICKETS	CHAIN LNK FENCE	LIN FT	8.5000	100.000	850.00	850.00	
ETE WALKS		SQ YD	12.0000	37.400	448.80	448.92	.12-
RETE DRIVEWAYS		SQ YD	20.0000	11.800	236.00	236.60	.60-
RETE CURBS		LIN FT	5.0000	108.000	540.00	540.00	
A FOR ASPHALT	APPROACHES	EACH	175.0000	1.000	175.00	175.00	
RIPRAP CLASS 50		CU YD	14.0000	140.020	1960.28	1957.06	3.22
E REMOVAL WORK		LUMP SUM	15000.0000	100.000	15000.00	15000.00	
ING AND CRIBBING		LUMP SUM	1000.0000	100.000	1000.00	1000.00	
CTURE EXCAVATION		CU YD	8.0000	21.693	173.54	183.36	9.82-
CTURE EXCAVATION		CU YD	8.0000	151.847	1214.78	1263.12	68.34-
IAL WALL BACKFILL		CU YD	15.0000	106.400	1596.00	1762.35	166.35-
ISH PILE DRIVING	EQUIPMENT	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
ISH HP 10X42	STEEL PILES	LIN FT	20.0000	610.972	12219.44	12169.96	49.48
ISH HP 10X42	STEEL PILES	LIN FT	20.0000	56.028	1120.56	1116.02	4.54
STEEL PILES		LIN FT	.5000	643.032	321.52	304.25	17.27
STEEL PILES		LIN FT	.5000	58.968	29.48	27.90	1.58
CTURAL CONCRETE	CLASS 3300	LUMP SUM	29340.0000	67.000	19657.80	19657.80	
CTURAL CONCRETE	CLASS 3300	LUMP SUM	29340.0000	33.000	9682.20	9682.20	
ORCEMENT		LUMP SUM	7000.0000	65.000	4550.00	4550.00	
ORCEMENT		LUMP SUM	7000.0000	35.000	2450.00	2450.00	
'/65' PRESTRESSED	SLABS	EACH	3000.0000	13.000	39000.00	39000.00	
ORCED CONCRETE	BRG END PANELS	SQ YD	50.0000	219.000	10950.00	10989.00	39.00-
UBE STEEL RAILING		LIN FT	45.0000	30.000	1350.00	1350.00	
-TUBE STEEL RAILING		LIN FT	50.0000	162.000	8100.00	8100.00	
CE AGREEMENT ITEMS							
TRIPING		LIN FT	.2300	2,140.000	492.20	492.20	
GM BARRIER		LIN FT	12.1500	144.000	1749.60	1749.60	
PROOF MEMBRANE		SQ YD	14.6000	300.000	4380.00	4380.00	
USTMENT ITEMS							

PG. 02 C09777	TOTAL CONTRACT ITEMS			
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT			
	TOTAL PAYMENTS			

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY		CONTRACT NO. C09777	ESTIMATE NO. 13	PREFIX NO'S.
HIGHWAY		FEDERAL AID PROJECT NO.		
SECTION				

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
6001A	11 LIQUIDATED DAMAGES		DAY	150.0000-	40.000	6000.00-	6000.00-
6002A	10 TIME EXTENSION	APP 4-3-85	DAY	150.0000	35.000	5250.00	5250.00
6002A	11 TIME EXTENSION	APP 4-3-85	DAY	150.0000	5.000	750.00	750.00

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 11 19 85 PG. 03 C09777	TOTAL CONTRACT ITEMS	223134.39	223095.14
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR Gary K	TOTAL PAYMENTS		

T PAYMENT VOUCHER

STATE HIGHWAY DIVISION

-76)

COUNTY		CONTRACT NO. C09777	ESTIMATE NO. 13
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

PREFIX NO'S.

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
UIDATED DAMAGES		DAY	150.0000-	40.000	6000.00-	6000.00-	
E EXTENSION	APP 4-3-85	DAY	150.0000	35.000	5250.00	5250.00	
E EXTENSION	APP 4-3-85	DAY	150.0000	5.000	750.00	750.00	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

85 PG. 03 C09777	TOTAL CONTRACT ITEMS	223134.39	223095.14	39.25
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT			
K	TOTAL PAYMENTS			

7777

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building, Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM April 16, 1984
TO February 21, 1986

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9867(8)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
80	$310,470.88	289,144.09	85%	245,772.46	245,772.46	-0-
	$310,470.88	289,144.09	85%	245,772.46	245,772.46	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY

DATE
3/2/89

SIGNATURE OF AUTHORIZED OFFICIAL
Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

	ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
		JOHNSON CREEK BRIDGE SECTION FAU 9867, GRESHAM MULTNOHAM COUNTY					
		Participating Project Cost Type Code 1000 Roadway (Sta. 25+65 to Sta. 26+03)(Sta. 26+87 to Sta. 27+30)					
		Construction			Lump Sum		$ 91,485.10
SFO	#2	Temporary Railroad Crossing (Portland Traction Co.)			All Required		10,582.07
SFO	#3	De-Energize Power Lines (PGE)			All Required		2,419.82
SFO	#4	Relocate Power-line Facilities (PGE)			All Required		1,179.69
SOF	#5	Relocate Water Line (City of Gresham)			All Required		20,146.77
		Total Type Code 1000 Cost					$125,813.45
		Type Code X080 Structure Bridge No. 16383 (Sta. 26+03 to Sta. 26+87)					
		Construction			Lump Sum		131,649.29
SFO	#1	Railroad Protective Cost (Portland Traction Co.)			All Required		229.64
		Total Type Code X080 Cost					131,878.93
		Miscellaneous Project Cost					
		Audit			Lump Sum		1,257.28
		Total Type Miscellaneous Cost					1,257.28
		Construction Engineering Project Cost					
		Engineering			Lump Sum		30,194.43
		Total Construction Engineering Cost					30,194.43
		Total Participating Project Cost					289,144.09
		Non Participating Project Cost					
		Interest on Payment Summary			All Required		239.12
		Engineering			Lump Sum		21,087.67
		Total Non Participating Project Cost					21,326.79
		Total Project Cost					$310,470.88
		"Audit conducted, any adjustments required have been made."					
		AMOUNT CARRIED FORWARD					

7777

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-20-11

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

PAID BY
(For use of Paying Office)

STATE
Oregon 97310

VOUCHER PERIOD
FROM 12 19 82
TO 01 24 90

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX 9867 (7)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
304,809.39	292,516.51	88.12	248,639.02	248,639.02	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements , applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY: Oregon
DATE: 3/20/11
SIGNATURE OF AUTHORIZED OFFICIAL: Robert
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

POWELL BLVD. HEINEY ROAD GRESHAM SECTIONM
CITY STREET
MULTNOMAH COUNTY

TYPE CODE ROW		
RIGHT OF WAY	All Required	$292,516.51
TOTAL PARTICIPATING COST		$292,516.51
NONPARTICIPATING PROJECT COST		
RIGHT OF WAY	ALL REQUIRED	12,292.88
TOTAL PROJECT COSTS		$304,809.39

IX 9867 (7)

REQUIRED AUDITS CONDUCTED, ANY NECESSARY ADJUSTMENTS HAVE BEEN MADE.

NON-PARTICIPATING PROJECT COST

FINAL CONTRACT PAYMENT SUMMARY	ALL REQUIRED	$	5,250.00
Interest on Contract Payment	All Required		239.12
Construction Engineering	All Required		7,379.00
TOTAL NON PARTICIPATING PROJECT COST		$	12,868.12
TOTAL PROJECT COSTS			$310,470.88

REQUIRED AUDITS CONDUCTED, ANY NECESSARY ADJUSTMENTS HAVE BEEN MADE.

IX 9867(8)

9777

3-21-91

OFFICE DATA - OREGON FEDERAL-AID PROJECTS

OREGON STATE HIGHWAY DIVISION

Item No. 80367

Project No. IX-9867(8)

Project JOHNSON CREEK BRIDGE SECTION Highway CITY ST (S.E. TOWLE AVE) County MULTNOMAH

Type of Work \ ONE BRIDGE Length-Rdy. ______ Brs. ______ Total 0.031

PR-1 Estimate - Date Submitted 2-23-84 Amount 144,000 Government 122,400 State --- Co. ~~City~~ 21,600

PA Estimate - Date Submitted 4-18-84 Amount 322,236 - Government 273,886 - State — Co. ~~City~~ 48,350 -

Mod PA Estimate - Date Submitted 8-21-85 Amount 344,606 Government 292,912 State ______ Co. City 51,693

______ Estimate - Date Submitted ______ Amount ______ Government ______ State ______ Co. City ______

______ Estimate - Date Submitted ______ Amount ______ Government ______ State ______ Co. City ______

______ Estimate - Date Submitted ______ Amount ______ Government ______ State ______ Co. City ______

Preliminary Engineering Phase I ______ Phase II ______ Rights of Way ______ Construction 2-29-84 Other ______

Project Agreement - Amount 273,886 Date 4-23-84 State Contract No. 9777 P.P.R. Copy 6-1-84

Modified Agreement - Amount 19,028 (177) 273,886 (580) Date ______ State Contract No. ______ P.P.R. Copy ______

Modified Agreement - Amount ______ Date ______

Modified Agreement - Amount ______ Date ______

Modified Agreement - Amount ______ Date ______

Modified Agreement - Amount ______ Date ______

Modified Agreement - Amount ______ Date ______

Pro-rata 95% Group 1 100% Group 2 ______ Group 3 ______ Group 8 ______ Group 9 ______

Appn Code 580

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix 226-1011	Prefix C09777	Prefix	Prefix
Final	3-9-89		245,772.46					
Final	3-20-91		248,679.02					
	Total							

FORM 734-3144 (Rev. 11-78)

1984 Minam Grade Section, Wallowa 9778
Lake Hwy beginning 13 mi SW of Wallowa.
(guardrail)

9771

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Union		DIVISION Oregon
DATE OF REPORT 4/21/86	REPORT MADE BY D. B. Carter, Area Engineer			PROJECT NO. F-HES-7(12)
COMPLETION DATE (Actual) 8/11/84	ACCEPTANCE DATE BY CONRTACT AGENCY November 7, 1985		TIME ELAPSED $\frac{120}{86} = 139$ %	CONTRACT TIME SEE BELOW

LOCATION Between M. P. 29.88 and M. P. 33.16 on the Wallowa Lake Highway near Minam, Union County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MINAM GRADE SECTION
WALLOWA LAKE HIGHWAY
Guardrail

This project provided for the installation of new guardrail and upgrading of existing guardrail. Also included was the replacement of the existing bridge railing on the structure near M. P. 31.2.

The final cost of the original contract bid items was $219,637.40 or a 9.0 percent overrun of the contract bid amount of $201,431.00. The final cost of the project including all changes and engineering was $252,958.99.

This project originally provided for 75 calendar days. A time extension was granted the contractor on September 21, 1984 in the amount of 11 calendar days. The contractor used 120 calendar days to complete the work. Liquidated damages have been charged to reflect the additional time used to complete work beyond that approved for the project.

The FHWA final inspection of the project (7/17/84) noted that some minor work remained to complete the project. Project Manager Schlieski indicates that this work is now complete.

All participating work has been completed.

- DBC -

NOTED
W. E. SCHWARTZ
cy

RECEIVED
HWY ENGR
APR 25 '86
REFER TO
Fredrickson

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE Christiansen	
TITLE Area Engineer	DATE 4/22/86	TITLE Field Operations Engineer	DATE 4/24/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9778

November 21, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9778

On November 15, 1985, we wrote to you concerning release of final payment on Contract No. 9778 awarded to Dirt and Aggregate Interchange, Inc. for guardrail on Minam Grade Section of the Wallowa Lake Highway in Union County.

Final payment on this contract is $3,000 and the total contract amount is $224,197.40 including $824.11 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Dirt and Aggregate Interchange, Inc.
20905 N.E. Sandy Blvd.
Troutdale, OR 97060

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

FKN:arc

NOTED ON CARD
11-21-85ac

9778

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 7, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9778, On Site Work Substantially Completed August 11, 1984

All Work Completed September 27, 1985

Project Minam Grade

Highway Wallowa Lake

County Union

Type of Work Guardrail

Contractor Dirt and Aggregate Interchange, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

RECEIVED
NOV [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1367

9778

Report #66 Final

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Minam Grade		WEEK ENDING: Sept. 21, 1985
		SECTION PREFIX 31-1018
	HIGHWAY Wallowa Lake	COUNTY Union
NAME OF JOB	KIND OF WORK Gaurd Rail	
CONTRACTOR Dirt & Aggregate Inter., Inc.	CONTRACT NUMBER 9778	FEDERAL AID PROJECT NUMBER F-Hes-7(12)
DATE OF CONTRACT April 2, 1984	DATE WORK STARTED May 31, 1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS 75	WORK DAYS USED 120
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 272,124.19	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 160
EXCLUSIVE OF ENGINEERING: $ 247,124.19	ENGINEERING AUTHORIZATION $ 25,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 247,124.19	ENGINEERING COST TO DATE $ 21,787.51	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 87 %	DATE PROJECT WAS COMPLETED: August 11, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	0	0		

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1	0	0	0	0	0
MILES PARTIALLY COMPLETED	2					
MILES COMPLETED	3					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4					
TOTAL QUANTITIES CORRECTED TO DATE	5					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6					
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:
0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15		0		
MONDAY 16		0		
TUESDAY 17		0		
WEDNESDAY 18		0		
THURSDAY 19		0		
FRIDAY 20		0		
SATURDAY 21		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 15	
MONDAY 16	Repair Type "G" rail
TUESDAY 17	
WEDNESDAY 18	
THURSDAY 19	
FRIDAY 20	
SATURDAY 21	

REMARKS

Project Complete

Misc. repairs to Type "G" Rail being made.
Semi-Final records submitted to region 9-20-85.
Final Report.

Joseph A. Schlieski

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9778

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-7(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30079

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-17-84

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:

MINAM GRADE SECTION

11. GENERAL DESCRIPTION OF WORK

Patch existing AC surfacing along new Type G railing and place aggregate in selected areas.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

XX ☐ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of July   , 1984 as requested in Mr. Fredrickson's October 22, 1984 letter as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $2,000; Federal Funds $1,800.

RECEIVED
STATE HWY ENGR
NOV 6 '84
REFER TO Potter
FOR

Info	Inv	R/D	D/R	Sign	Act	File

Orig to
11/6

14. DATE 11/5/84

15. SIGNATURE OF APPROVING OFFICIAL G. K Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9778

t

September 21, 1984

Dirt & Aggregate Interchange, Inc.
20905 N.E. Sandy Blvd.
Troutdale, Oregon 97060

CON

Time Extension Request
Minam Grade
Contract No. 9778
FAP No. F-HES-7(12)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an unspecified amount of additional contract time due to extra and added work performed under Extra Work Order No. 1 and Price Agreement No. 1.

A reveiw of project records indicates that this extra and added work required an additional 11 calendar days and a contract time adjustment in that amount is granted. The adjusted contract time for completion of this contract is 86 calendar days. There remain 34 calendar days of liquidated damages under this contract.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Joseph Schlieski.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
R. D. Hector w/att.
Joe Schlieski w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: August 29, 1984

Attn: O. B. Jackmond

SUBJECT: Time Extension Request
Minam Grade Section
Union County
Contract #9778

Enclosed for your handling is a time extension request for the subject project.

The contractor has used 45 days more than the 75 days allowed to complete the work, and he has not provided any explanation to support his requests.

Project Manager Schlieski has justified an 11 day increase in time based on changes in the work, and I concur with his recommendation.

William Anhorn
William G. Anhorn
Region 5 Construction Engineer

WGA/jef

enc.

CE [✓ CAE] RECEIVED LS TC
COE OM SA CC
CA SEP 5 1984 FE
CAM MA
CP CONSTRUCTION OCS
EEO SECTION FILE

9-17-84

W.E. Schwartz -

I concur with Region and Project Manager and recommend an 11 c.p. time extension due to extra and added work performed under EWO No. 1 & P.A. No. 1.

O. B. Jackmond

RECEIVED
SEP 04 1984
HIGHWAY ACCOUNTING

ontains
cycled
aterials

9778

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-74	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County UNION
MODIFICATION NUMBER 2		Project Number HES-F-7(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 3, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 230,623	$ 262,704
	32,283 (141)	32,283 (141)
Federal funds	$ 171,674 (010)	$ 199,954 (010)
Other revisions		

This modification is made for the following reasons: To include increased construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 2, 1984

FEDERAL AID PROJECT NO. F-HES-7(12)

MINAM GRADE AND GUARDRAIL
WALLOWA LAKE HIGHWAY
UNION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PENG

Preliminary Engineering Lump Sum All -- $ 2,000.00

TYPE CODE SFTY
PRIMARY (CODE 010)(M.P. 29.88 to M.P. 30.48)(M.P. 31.10 to M.P. 33.16)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers	$ 15.00	283	$ 4,245.00	755	$ 11,325.00
Guard Rail, Type 2A	8.40	13,450	112,980.00	14,725	123,690.00
Extra for 8-foot Posts	25.00	111	2,775.00	220	5,500.00
Temporary Cement Barrier (PA #1A)	15.50			500	7,750.00
SUBTOTALS			$120,000.00		$148,265.00

Increase	$ 28,265.00
Subtotal from Estimate of April 19, 1984	171,589.00
SUBTOTAL	$ 199,854.
Engineering	26,980.00
TOTAL	$ 226,834.00

TYPE CODE SFTY
HAZARD (CODE 141)(M.P. 30.48 to M.P. 31.10)

Total the same as Estimate of April 19, 1984 $ 33,870.00

Length of Project ---------------------------- 0.00 mi.

SUMMARY OF FUNDS

DESCRIPTION	GROUP	CODE	PRO RATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	1	141	90.00	$ 2,000.00	$ 1,800.00	$ 200.00
Guard Rail	1	010	88.15	226,834.00	199,954.00	26,880.00
Guard Rail	2	141	90.00	33,870.00	30,483.00	3,387.00
TOTAL				$262,704.00	$232,237.00	$30,467.00

Group 1: 84%; Group 1: 16%
Contract No. 9778
Prefix: 31-1954
Prefix: 31-1018

WH:pf

9778

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-231	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County Union
MODIFICATION NUMBER 1	4-23-84	Project Number F-HES-7(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 3, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,000	$ 230,623
		171,674 010
Federal funds	$ 1,800 -141	$ 32,283 141
Other revisions		

This modification is made for the following reasons:

To include construction contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of April, 1984.

Oregon State Highway Division
(Official name of Highway Agency)

By Larry A. Potter

Manager, Program Section
(Title)

XXX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 19, 1984

Federal Aid Project
No. F-HES-7(12)

Minam Grade and Guard Rail Section
Wallowa Lake Highway
Union County

PROJECT AGREEMENT ESTIMATE

Type Code PENG

Preliminary Engineering		All Required		$ 2,000.00

Type Code SFTY
Primary (Code 010) (M.P. 29.88 to M.P. 30.48) (M.P. 31.10 to M.P. 33.16)

Mobilization	94%	All Required		$ 9,400.00
Temporary Protection and Direction of Traffic	94%	All Required		1,128.00
Temporary Signs	223	Sq.Ft.	5.00	1,115.00
Temporary Barricades	4	Each	15.00	60.00
Flaggers	283	Hour	15.00	4,245.00
Removal of Structures and Obstructions	68%	All Required		1,700.00
Type "G" Concrete Rail	428	Lin.Ft.	77.00	32,956.00
Guard Rail, Type 2A	13,450	Lin.Ft.	8.40	112,980.00
Guard Rail, Type 3	100	Lin.Ft.	19.50	1,950.00
Guard Rail Anchors, Type 1	5	Each	275.00	1,375.00
Guard Rail Anchors, Type 1 Modified	2	Each	225.00	450.00
Rail End Pieces, Type B	2	Each	40.00	80.00
Rail End Pieces, Type C	5	Each	75.00	375.00
Extra for Guard Rail Bridge Connections	4	Each	160.00	640.00
Extra for 8-foot Posts	111	Each	25.00	2,775.00
Delineators, Type 4	40	Each	9.00	360.00
			Subtotal	$171,589.00
			Engineering	23,164.00
			Total	$194,753.00

Type Code SFTY
Hazard (Code 141) (M.P. 30.48 to M.P. 31.10)

Mobilization	6%	All Required		$. 600.00
Temporary Protection and Direction of Traffic	6%	" "		72.00
Temporary Signs	13	Sq.Ft.	5.00	65.00
Flaggers	17	Hour	15.00	255.00
Removal of Structures and Obstructions	32%	All Required		800.00
Guard Rail, Type 2A	3,275	Lin.Ft.	8.40	27,510.00
Guard Rail, Anchors Type 1	1	Each	275.00	275.00
Rail End Pieces, Type C	1	Each	75.00	75.00
Extra for 8-foot Posts	4	Each	25.00	100.00
Delineators, Type 4	10	Each	9.00	90.00
			Subtotal	$29,842.00
			Engineering	4,028.00
			Total	$33,870.00

Length of Project 0.00 mi.

SUMMARY OF FUNDS

Description	Group	Code	Pro Rata	Total Cost	Federal Funds	State Funds
Prelim. Engr.		141	90.00	$ 2,000	$ 1,800	$ 200
Guard Rail	1	010	88.15	194,753	171,674	23,079
Guard Rail	2	141	90.00	33,870	30,483	3,387
Total				$230,623	$203,957	$26,666

Group 1 84%; Group 2 16%
Contract No. 9778
Prefix 31-1954
Prefix 31-1018

DAR:cm

DATE: July 23, 1984

CON

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Minam Grade Section
Wallowa Lake Highway, Union County
Contract No. 9778

This federal-aid guardrail project is approximately 60 percent finished with completion anticipated in July. It now appears that the final cost will exceed the project authorization by $43,500 or 19 percent.

Provisions made in the contract for temporary protection and direction of traffic were not sufficient to adequately protect the public during replacement of the existing railing on the Minam Half Viaduct structure at milepost 31.19. It is necessary to utilize stage construction involving placement and moving of temporary concrete barriers and adjustment of lane line striping. Additional flagging time is also anticipated to successfully complete the work. These items are expected to add more than $23,000 to the cost of the project.

An additional run of guardrail was constructed at the northerly end of the project, upgrading the existing facility for approximately one-quarter mile at the bottom of the grade. This will provide additional safety for the traveling public, and will add approximately $13,500 to the cost of the project.

Construction engineering costs are expected to increase proportionately in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $43,500 to a new total of $272,124.19. This matter will be on the consent calendar for the July 31 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
R. D. Hector
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: July 19, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Minam Grade Section
Wallowa Lake Highway, Union County
Contract No. 9778

This federal aid guardrail project is approximately 60 percent finished with completion anticipated in July. It now appears that the final cost will exceed the project authorization by $43,500.00 or 19.0 percent.

Provisions made in the contract for temporary protection and direction of traffic were not sufficient to adequately protect the public during replacement of the existing railing on the Minam Half Viaduct structure at milepost 31.19. It is necessary to utilize stage construction involving placement and moving of temporary concrete barriers and adjustment of lane line striping. Additional flagging time is also anticipated to successfully complete the work. These items are expected to add more than $23,000 to the cost of the project.

An additional run of guardrail was constructed at the northerly end of the project, upgrading the existing facility for approximately one-quarter mile at the bottom of the grade. This will provide additional safety for the traveling public, and will add approximately $13,500 to the cost of the project.

Construction engineering costs are expected to increase proportionately in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $43,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
Joe Schlieski
B. M. Walton
Wayne Cobine

Contains Recycled Materials

9772

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-F-7(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30079

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6-8-84

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:

Minam Grade Section

11. GENERAL DESCRIPTION OF WORK

Temparary and permanent striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6-8-84 as requested in Mr. Fredrickson's letter of 6-27-84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $2,000 Federal Funds $1,768.

RECEIVED
STATE HWY ENGR
JUL 11 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
7/12

14. DATE 7-6-84

15. SIGNATURE OF APPROVING OFFICIAL Dale E. Wilken

16. TITLE ~~for~~ Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9110

RECEIVED
STATE HWY ENGR

APR 3 '84

REFER TO Schwartz

FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy 4/5

March 30, 1984

Mrs. Ralph Graham
80 Prall Lane
Eugene, OR 97405

The Governor, who is leading a month-long trade mission to the Mid East, has asked that I respond to your recent letter.

I am pleased to inform you that the Surface Transportation Assistance Act of 1982 has allocated funds for highway safety improvement projects in Oregon, and the Oregon Highway Division has identified the Minam Hill section as a high priority guardrail project that qualifies for these funds. In fact, the Highway Division has now received bids for this contract work. I expect the division will award a contract to a successful bidder and that construction of the needed guardrail will take place this summer.

The Highway Division's Region Engineer in La Grande is responsible for the operation of all the state highways in the nine eastern Oregon counties. He well understands, as you point out in your letter, that many eastern Oregon state highways are the one-and-only access to a county or community, and that is why he and his colleagues in the Salem headquarters office have worked responsibly to find a successful solution to this problem.

Thank you for taking the time to write. Your comments are of value to the Governor.

Sincerely,

Gerry Thompson
Executive Assistant
to the Governor

GT:bb

bc: Highway Division ✓

Bob

RECEIVED
MAR - 6 1984
Governor's Office

RECEIVED
STATE HWY ENGR
MAR 15 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

80 Prall Lane
Eugene, Oregon 97405
March 2, 1984

Office Of The Governor
State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

I have not written to you before regarding appropriation of funds for a guard rail on Minam but as you can see my correspondence dates back to 1975. I have written to anyone who might be in a position to comprehend the urgency of my request and do something to correct the situation.

The attached photocopy of the Wallowa County Chieftain indicates a guard rail will be constructed at the view point of Minam Grade in 1984 as a safety hazard elimination project with planned construction of three more miles of guard rail in 1987. I appreciate the fact that some rail will be put in this year but there have been deaths even since I began my correspondence in 1975 and I don't feel that highway safety should be postponed until 1987 when Department of Transportation Funds are being used for less vital projects. The last resurfacing took the paved surface to the extreme edge of the road in some areas so there isn't even a gravel shoulder to stop you in sections of highway where you would drop off 300 feet. Also the existing rails (where there are any) have become less effective because of road surface buildup for many years.

You will note that my correspondence covers a nine year time span and when it was obvious there were no funds available I didn't write. Originally I was told by Mr. Hector, Regional Maintenance Engineer, in a letter dated May 2, 1975, that the estimated cost of putting in 2½ miles of rail would be $100,000.00 but no funds were available. The same year The Department of Transportation gave approximately that amount to help purchase the Wayne Morris Ranch near my home in Eugene for a state park. This had to be a political move instigated primarily by Ed Fadely as there isn't even a state highway near. To date it's been used only for neighborhood tea parties and free horse pasture! Shortly after that I read in the paper that Transportation Funds had put up a $144,000.00 monument at the coast. Funds have also been used for bike paths where I am sure no deaths have occurred. For my referrence to deaths please see the enclosed copy of a letter by Mr. Schwartz, Regional Engineer, April 9, 1976, in which he states "Where the most people are having problems, the most deaths and injuries are occurring, is where the improvements are made". I think the people who are determining the distribution of State Transportation Funds are not aware of Mr. Schwartz yardstick for determining need and somehow their priorities should be re-evaluated.

Recently I read that $350,000.00 in Transportation Funds will be used to do a "feasibility study" on restoring a bridge at the coast for aesthetics sake rather than build the new one that was planned. This same $350,000.00 properly placed could save the lives of a bus load of children. The latest reason for me to be disturbed regarding budgeting for this department is that information is circulating that Department of Transportation Funds will replace Rocky Butte Jail because of a problem when the jail's area was changed by condemnation to build Highway 205 in Portland. Why should law abiding people in a county who pay taxes be deprived of roads giving access to medical care, safety for bus loads of children going to activities out of the county, etc., so prisoners can have more recreation area?

I have stated in previous correspondence that part of the problem lies in the fact that Minam Grade lies geographically in Union County while serving only Wallowa County. I'm sure this makes a difference but also feel as a Secondary State Highway the final authority is greater than a Union County Road Official.

December 9th our son-in-law in Wallowa was injured in a mill accident. The nearest adequate facility for most surgery is in LaGrande so of course he was taken there. The point I'm hoping to make is that county residents don't choose when they drive over the mountain as tourists do or people from Union County might. It is their one and only source out of the county in spite of the road conditions or weather.

Children from Wallowa, Enterprise and Joseph as well as visiting schools bus this route continually during bad weather as that is when football and basketball seasons fall. In recent years everyone has been very fortunate. Many years ago the town of Joseph lost an entire basketball team coming home from a game. They were following tail lights in the heavy snow and didn't realize there was a sharp turn the other car had already gone around. With no railing or markers visible, they went off at the very top where there is still a lack of guard rail.

I have an individual's name and address for a Department in Washington, D.C. which investigates lack of funding for safety purposes where schools and roads are concerned. I have chosen not to write to them for I dislike federal intervention.

Mr. H. S. Coulter, State Highway Engineer, states in the letter of May 30, 1978, that I refuse to accept their explanation of the use of limited funds and he's right, I do refuse to accept it. As long as funds are used to glorify individuals or promote political causes, and for aesthetics rather than to make our highways a safer place to drive, I will continue to complain. A guard rail is even more necessary now than when I first started nine years ago and I'm sure much more costly than the earlier quoted $100,000.00 to install.

This letter is to you because you seem to be able to get things done. Originally I started at the bottom and worked my way up as far as correspondence and the chain of authority and although some funds have been spent on the Minam, safety has benefited very little. Please briefly review my correspondence and if there is anyway you can influence the Transportation Commission to put in guard rail sooner than three or four years from now instead of building jails, doing feasibility studies, erecting monuments and buying inaccessible land for state highway parks, please help me.

I know that your time is valuable and your responsibilities many but any help that you can give will be greatly appreciated.

Respectfully yours,

Ann Graham

Mrs. Ralph Graham

cc: Wallowa County Chieftain

Info | Invest | R/A | [illegible] | Sign | Act | File

$325,000.00

The Observer, La Grande, Oregon, Monday, August 29, 1983 Page 4

editorials

A beautiful structure

It is always sad when a structure of aesthetic and historical significance must be destroyed.

Such may soon be the case with the bridge which spans the estuary of the Alsea River at Waldport. The Oregon Deparment of Transportation recently awarded a contract to a New York engineering consulting firm to re-study the feasibility of restoring the Alsea Bay bridge at Waldport. An earlier study by the transportation department had concluded that replacement of the bridge with a modern structure would be more cost effective than repairing the 47 year old span. However, public interest in the structure persuaded the transportation commission to take a second look at the decision.

The bridge is one of five built in the 1930s, in the depth of the Depreression, which made the Oregon Coast Highway a continuous, uninterrupted thoroughfare from the Washington to California borders. Prior to that time, ferries were required to transport vehicles and passengers across the major coastal rivers. During that decade bridges were built across the Siuslaw River estuary at Florence, the Umpqua River at Reedsport, Yaquina Bay at Newport and the Coos Bay estuary, as well as Alsea Bay.

An issue of The Oregon Motorist magazine dated May, 1936, reveals some interesting facts about the Alsea Bay bridge, which was under construction and nearly completed at the time of its publication.

The cost to study the "feasibility" of restoring the bridge, in 1983 dollars, is nearly half the cost of the entire structure in 1934 dollars, when the contract was negotiated to build the bridge.

The cost of the "feasibility study" is $325,000, according to a press release recently issued by the Department of Transportation. The contract for the entire construction of the bridge, awarded April 25, 1934, was $685,040. The construction was finished in June of 1936.

Sept 15, 1983

Chief Joseph

Wallowa County Chi

Serving Wallowa County Since May 15, 1884 USPS 665 100

Vol. 100, No. 4 Enterprise, Oregon 97828 25' A Copy 3 Sections, 20 P

Two projects scheduled for county

State unveils six-year highway plan

By Elane Dickenson
of the Chieftain

A public hearing on the preliminary Six-Year Highway Improvement Program prepared by the Highway Division of the Oregon Department of Transportation will be held at 7:30 p.m. on Tuesday, Sept. 27, in the circuit courtroom of the Wallowa County Courthouse.

Only two projects for Wallowa County are included in the new plan, both scheduled for 1985. Under the preliminary program, the Prairie Creek Bridge at the edge of Enterprise will be replaced at a cost of about $273,000, and a 15.3 miles of overlay work will be done in the Minam Canyon at an estimated cost of $2,273,000.

Other projects of interest to Wallowa County residents are the constructing of a new guard rail at the Minam hill viewpoint, set to be completed as a safety hazard elimination project in 1984, and the building of a 3-mile guard rail from the bottom of Minam to the viewpoint, scheduled for 1987.

According to Roger Lange, federal aide specialist with the Oregon Highway Division, one major repair project on the North Highway is not included in the plan, but is currently being evaluated by the state highway division and the Federal Highway Administration. Currently a 12-mile stretch of the badly deteriorated highway, south from the Buford road, is being reconstructed under the Forest Highway Program. The project under consideration would continue the highway repair work south to the Swamp Creek Road.

"This is a very fluctuating program," Lange said of the highway plan. He noted that if some states don't use all their allocated funds that money will be redistributed on a priority basis, and indicated that proof that a "dire need" exists improves the chances of the pro-

"very strong."

He noted, for example, that to get a go-ahead for North Highway project under consideration, a cost benefit to adjoining property owners must be established. He said while the state feels it can establish the need for the work, the more public testimony offered, the better.

Lange pointed out that one Wallowa County project is listed in the 'projects considered but not included' section of the preliminary plan.

That project involves straightening and widening the 1.7 mile section of Hwy. 82_ immediately west of the Enterprise city limits to Trout Creek. That section has been the scene of many accidents, mostly minor, over the years.

The state considers that a modernization rather than a preservation project, according to Lange, so it was dropped from the plan. Because highway conditions are deteriorating faster than they can be rehabilitated, 70 percent of highway dollars are committed to preservation and 30 percent earmarked for modernization. The Trout Creek-Enterprise work, estimated to cost $2.5 million has been included in six-year plans in the past.

The bridge at the east city limits of Enterprise has been found to be structurally deficient, and it is set to be replaced in 1985 through Highway Bridge Replacement Program funding.

The second project, beginning at milepost 33.6 in Minam canyon, is necessary to strengthen the road bed, which is deteriorating because it was not built to stand up under increased weight loads which are now allowed, according to Lange. He said some soft spots will be dug up and a new base put down, but most of the stretch will be overlayed. This 1985 project will be paid through the Primary Rural Road fund

Heppner, and one on October 13 in Canyon City.

The major change in funding since the last program update has been the federal increase of 5c a gallon fuel tax and truck tax increases. Most of the extra federal funds are earmarked for interstate construction and bridge replacement, reflecting the priorities expressed by the U.S. Congress.

The new prog
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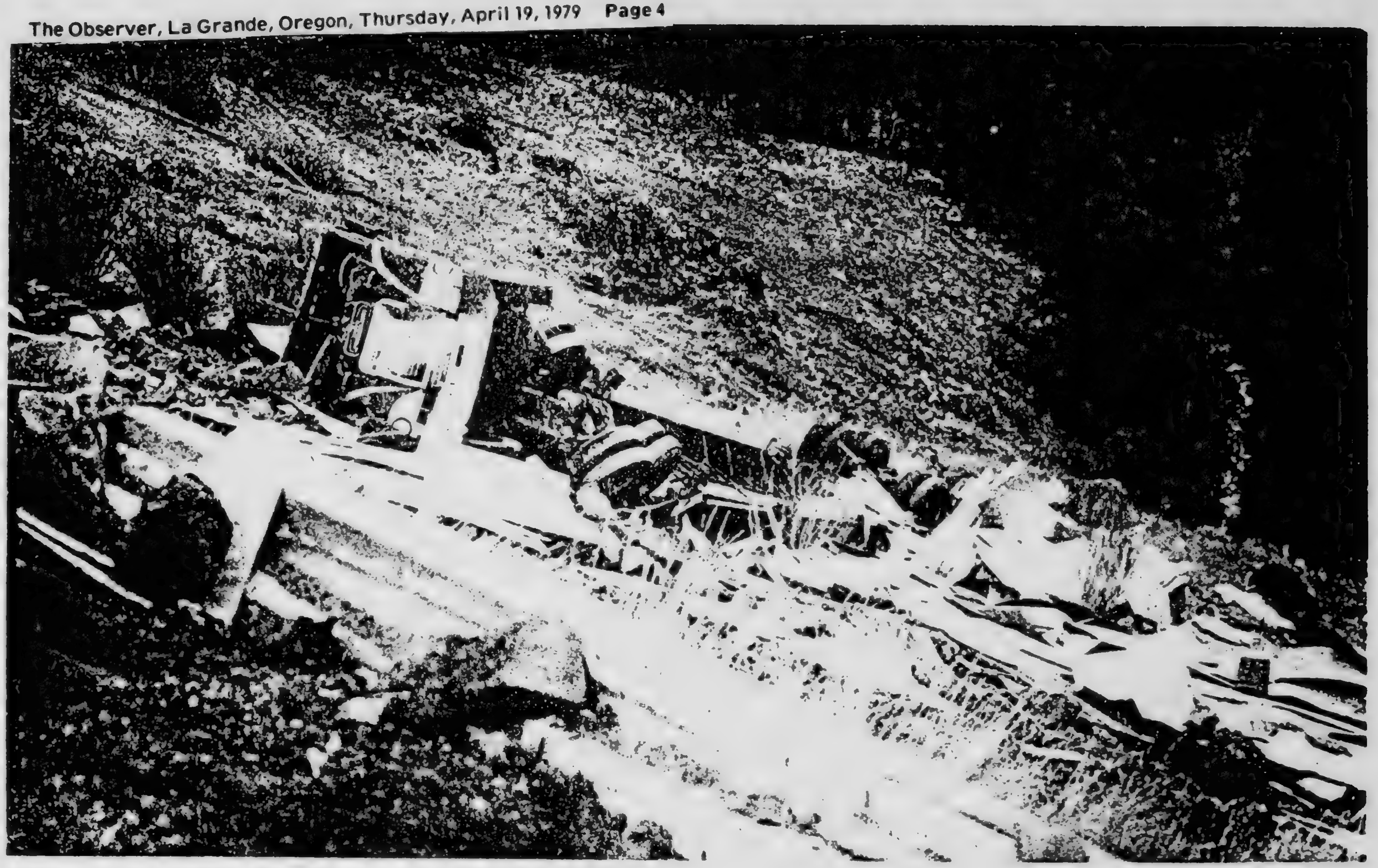
The Observer, La Grande, Oregon, Thursday, April 19, 1979 Page 4



Driver escapes truck crash

Edward Stubblefield, 22, Joseph, escaped serious injury Wednesday afternoon when the truck-tractor he was driving lost its air brakes and went off Highway 82 on the Minam Grade. The 1972 White tractor and box-type semi-trailer rolled 75 feet before coming to rest in a pile of rocks. Stubblefield said he climbed out of the truck and caught a ride to a telephone. The trailer was loaded with paneling, according to Oregon State Police who investigated the accident. The vehicle was registered to Charlie Hatch, Joseph. (Photo by Wally Thompson) taminated. Jan 11-1979 Chieftain

Man Killed In Minam Hill Plunge

The hairpin turn near the viewpoint on winding Minam grade proved fatal to Walter Stanley Moore Jr., a 36-year-old Summerville man, sometime between 10 p.m. and midnight last Thursday night.

Moore was westbound in his 1976 Datsun pickup, driving home from Joseph, when his vehicle left the highway at milepost 30 on the grade, and rolled approximately 550 feet down into Minam canyon.

Senior Oregon State Police troopers Larry Harrison of La Grande and Darrell Lane found the victim's body, which had been ejected from the pickup during its downward plunge, at 11:10 a.m. Friday, Jan. 5.

Moore's wife, Alice, had called the OSP office in La Grande shortly after midnight Friday morning to check on accident reports when her husband failed to return home by his expected arrival time of 11:30 p.m. She called again around 6 a.m. to report Moore still missing, spurring the OSP road patrol which led to discovery of the accident.

HOME ADDRESS
ROBERT A. BROGOITTI
1511 ADAMS STREET
LA GRANDE, OREGON 97850

UNION, WALLOWA, UMATILLA
COUNTIES
DISTRICT 58
PHONE 378-6682

COMMITTEES
MEMBER:
AGRICULTURE AND
NATURAL RESOURCES
EDUCATION

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

June 5, 1978

Mrs. Ralph Graham
80 Prall Lane
Eugene, Oregon 97405

Dear Mrs. Graham:

When I wrote to you under date of May 9th, I mentioned that I would be in touch with you just as soon as I received information from the Department of Transportation regarding the Minam grade guardrail.

A copy of the letter I recieved from Mr. Coulter, State Highway Engineer, clearly outlines the problem. It is just not enough money to take care of the many needs in the entire state. If the 2-cent gas tax measure had passed at the last election, more money would have been available for needed repairs and safety features for our roads.

Sincerely,

Robert Brogoitti
Robert A. Brogoitti
State Representative

RAB S
Enc.

Home Address
ROBERT A. BROGOITTI
1511 Adams Street
La Grande, Oregon 97850

Union, Wallowa, Umatilla
Counties
District 58
Phone 378-6692

COMMITTEES
Member:
Agriculture and
Natural Resources
Education

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

May 9, 1978

Mrs. Ralph Graham
80 Prall Lane
Eugene, Oregon 97405

Dear Mrs. Graham:

Thank you for your letter of May 3rd and the supporting correspondence with reference to the Minam Grade between Elgin and Wallowa.

I certainly agree with you that this is a very dangerous section of highway and have taken the liberty of forwarding copies of the material you sent to Mr. Robert Burco, Director of the Department of Transportation, and have asked him if something could be done to remedy the situation. I will be in touch with you again as soon as I have a response from him.

Sincerely,

Robert Brogoitti

Robert A. Brogoitti
State Representative

RAB S

SECTION B

Eugene Register-Guard
EUGENE, OREGON, MONDAY, APRIL 12, 1976

Area News TV, Stocks

Bus full of kids teeters on brink of tragedy

'If those kids had panicked – if they'd moved around – it would have gone down the hill'

By KEN VAN OSDOL
Of the Register-Guard

The students were cracking jokes and poking fun at one another Sunday afternoon as they milled about on the lawn in front of the Oregon State Police office in Eugene.

But their high spirited mood seemed only to mask the horror of what had almost become a tragedy.

Just a few hours earlier, the 33 Seattle-area high school students had sprawled immobilized in awkward frozen positions for nearly an hour as their overturned bus hung precariously over the edge of a rocky, 1,000-foot canyon about 20 miles east of Oakridge.

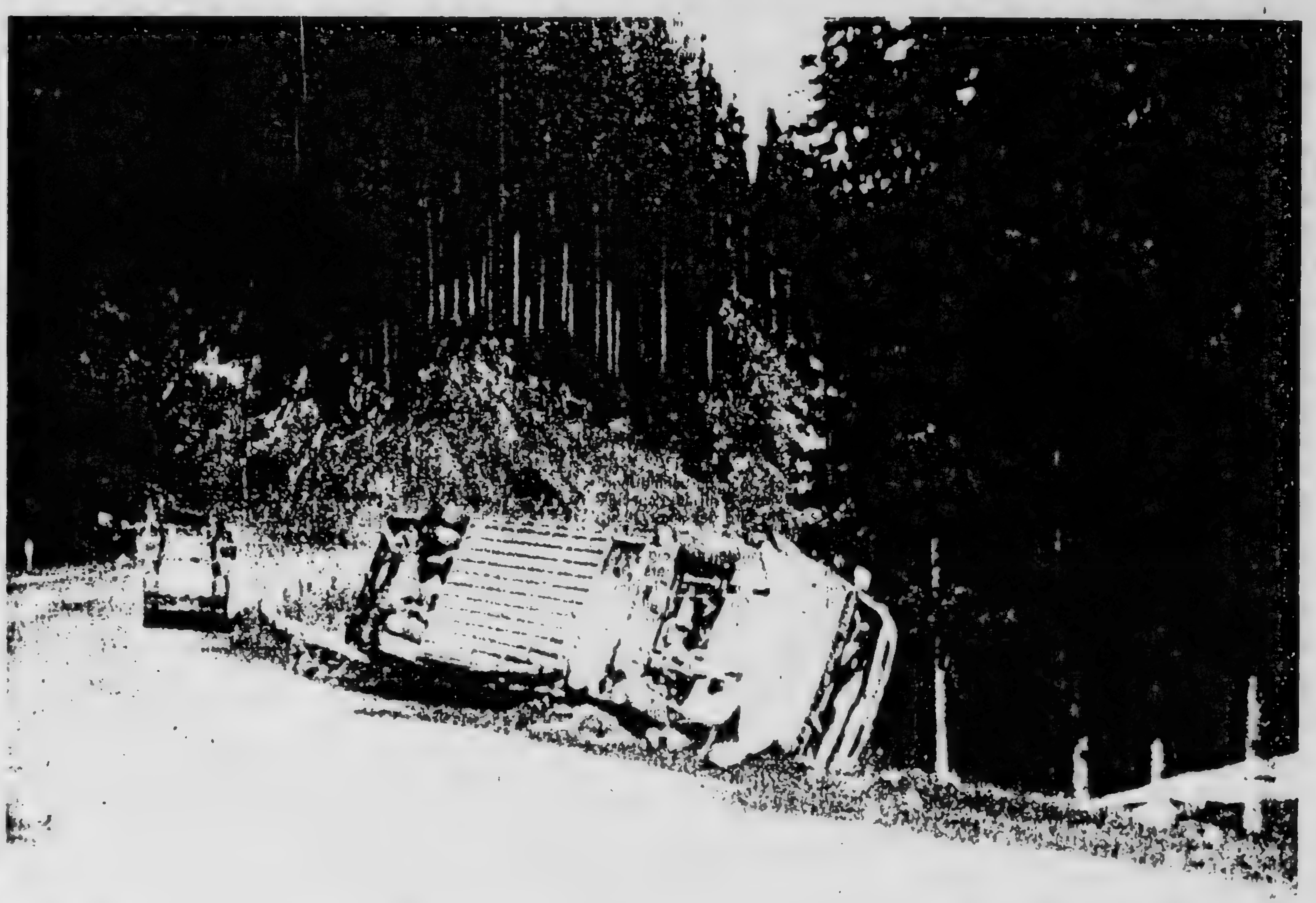
"It was held there by about one rock," recounted the choir group's director, 46-year-old Jack Kunz of Kirkland, Wash.

"If those kids had panicked — if they'd moved around — it would have gone down the hill. That's the way it looked to me," Kunz said.

Loaded with the 33-member Lake Washington High School Jazz Choir from Kirkland (a Seattle suburb), four chaperones and a driver, the chartered bus was returning from a music contest in Reno when it hit ice just west of the Salt Creek tunnel on Highway 58, police said.

The bus spun 180 degrees in the road and crashed on top of a guardrail, coming to a halt on its side, wheels in the air, just a hairbreadth from tumbling over the embankment, according to witnesses.

It was 8:19 a.m. – the exact moment recorded by the stopped hands of a broken wristwatch.



After crashing into guardrail, chartered bus hangs precariously over edge of steep canyon just west of Salt Creek tunnel. Kathy Anstett, one of the uninjured students, got out and snapped this picture

Page 8C REGISTER-GUARD, Eugene, Ore., Tuesday, May 25, 1976

Bikeways granted $260,000

Some $260,000 in major bikeway improvements on two projects involving the Ferry Street Bridge gained approval Monday night by the Eugene City Council.

Wildish Construction Companies was issued a contract to build a bikeway along the south bank of the Willamette River, from the Ferry Street Bridge to the Autzen Stadium Bridge.

And Merlin Stam was issued a contract to build a bicycle ramp from the Ferry Street Bridge into Alton Baker Park and widen the northeast section of the bridge.

Wildish was the only bidder on the bikeway project. The bid was for $111,346. There were two bidders on the bridge project, with Stam submitting a low bid of $119,915.

In addition, the council authorized Stam to install a guard-rail system as part of the bridge project for an additional $28,900.

City officials had estimated the south bank bikeway project would cost $120,400. The city's cost for the project under the bid proposal will be $66,346 and the state is expected to contribute $45,000.

45,000
70,000
115,000.

Estimated costs on the basic bridge project totaled $209,063. With the low bid considerably less, the city will pay $78,815 and the state another $70,000.

Both projects are scheduled for completion by Sept. 15, according to Public Works Director Don Allen.

Allen said work on the birdge will disrupt traffic, but during peak traffic hours, efforts will be made to keep all four lanes open.

In other business Monday, the council also:

- Set June 29 as the election date for city residents to decide on a budget committee request to exceed the 6 per cent limitation by $4.3 million, to support a proposed 1976-77 budget of $18.5 million. City residents will also vote on a downtown development district tax request of $157,532 to continue the free parking program next year. City residents will vote on the tax, but it's paid only by those businesses within the parking district.
- In a 4 to 2 vote, denied a zoning change request by the LICO Corp. The request was to rezone the southeast corner of 19th and Jefferson from single family residential to community commercial.
- Unanimously approved a request by Emerald Delta Corp. to rezone some 45 acres of land between James Road and the Delta Highway north of Goodpasture Island Road from agriculture, grazing and timber raising district to limited multiple family residential.

Panel approves bill to prohibit studded tires

SALEM (UPI) — The Senate Transporation Committee voted, 4-1, today to ban the use of studded tires in Oregon After April 30, 1977.

The ban was requested by the State Highway Division because of the heavy wear caused to highway surfaces by the metal studs.

The vote to send the bill to the Senate floor came after the committee rejected a request by Sen. Robert Smith, R-Burns, to limit the ban just to Western Oregon.

Smith and other Eastern Oregon legislators urged the committee to permit the continued use of the studded tires east of the Cascades because of the heavy snowfall and ice conditions that prevail there during the winters.

Sen. Norman Howard, D-Portland, said it would be unfair to drivers in some Western Oregon areas, such as the Columbia Gorge and the Siskiyou Mountains, not to allow studded tires there if an exemption were granted for the eastern areas.

Howard had expected more opposition within the committee to the 1977 ban, so he proposed that the ban be delayed until 1979. Comments from Sen. Frank Roberts, D-Portland, and Sen. Blaine Whipple, D-Beaverton, indicated little favor for delaying the ban, so the bill was voted out of committee in its original form.

Studded tires would still be allowed on emergency vehicles and school buses.

Eugene Register-Guard
EUGENE, OREGON, WEDNESDAY, MAY 14, 1975
Section B

Committee OKs funds to buy ranch

SALEM (Special) — A $100,000 state contribution toward the purchase of the Wayne Morse ranch in Eugene won approval Tuesday from the Joint Ways & Means Committee.

By a vote of 8-5, the committee sent HB2609 to the floor of the House with a "do pass" recommendation. The bill authorizes the expenditure from the Highway Division's park acquisition account.

The bill sets out conditions under which the state money could be spent, however. These conditions include:

- That the City of Eugene accept title to the 27-acre ranch upon purchase and pay for the maintenance of the property as a park.
- That the remainder of the purchase price — as yet undetermined — be raised from other sources, including federal funds, private foundations, public subscription, etc.

If the $100,000 in state funds isn't used toward purchase of the Morse ranch, the money would revert to the Highway Division on July 1, 1977.

Sen. Edward Fadeley, D-Eugene, a member of the Ways & Means Committee, told the other members Tuesday that the Morse family wrote him a letter about a month ago putting a preliminary price on the property of "not more than" $350,000, should it be used as a park.

Estimates are that the property, located on Crest Drive in Eugene, could be sold for substantially more than $350,000 if it were to be developed into a subdivision. Currently, the assessed value of the Morse property is at $54,120 under a farm deferral assessment.

wrong!

A group of Eugene citizens has formed a committee to preserve the house and property of the late U.S. senator, who died at the age of 73 last July. The group has lobbied legislators into supporting the use of state funds as seed money toward the purchase for a park.

In the final committee vote Tuesday, the bill was supported by Sens. Fadeley, Ripper, Heard and McCoy, plus Reps. Katz, Stevenson, Gustafson and Akeson. It was opposed by Sens. Potts and Meeker, plus Reps. Gwinn, Sumner and Sam Johnson.

YTURRI, O'KIEF, ROSE & BURNHAM
ATTORNEYS AT LAW
YTURRI BUILDING
89 S.W. THIRD AVENUE
P.O. BOX 8
ONTARIO, OREGON 97914

ANTHONY YTURRI
JOHN C. O'KIEF
GENE C. ROSE
CARL BURNHAM, JR.

AREA CODE 503
889-5368

May 1, 1975

Mrs. Ralph (Ann) Graham
80 Prall Lane
Eugene, Oregon 97405

Dear Mrs. Graham:

I have received your letter of April 15 with reference to the dangers on Minam Hill by reason of the absence of railing.

I was over this road from LaGrande to Enterprise within the last two weeks and I fully agree with the criticism contained in your letter.

I am no longer on the Oregon Transportation Commission, having resigned about six weeks ago, but I will try to help solve the problem which you have raised in your letter.

Very truly yours,

Anthony Yturri
im
Anthony Yturri

AY:im

rll

9778

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-F-7(12)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30079

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig w/ att 3/13

7. DATE AUTHORIZATION EFFECTIVE
2/29/84

8. FEDERAL ROUTE NUMBER
Primary 7

9. STATE ROUTE NUMBER
Primary 10

10. GENERAL LOCATION:
Minam Grade Section

11. GENERAL DESCRIPTION OF WORK
Guardrail

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 2/27/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $237,964, Federal Funds $210,488.

A signed copy of the Title Sheet is returned herewith.

14. DATE
2/29/84

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hosener

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

772

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-F-7(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

2-13-84

4. PROGRAM NO.

5. ITEM NO. 30079

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/13/84

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:

Minam Grade Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 2/3/84 I approve the program change as follows for the construction phase of the subject project.

1. Project Number: Change to read "HES-F-7(12)".
2. Appn. Code: Add "010".
3. Project Location: Change to read "SR 82, 0.2 mi. N. of Wallowa Co. Ln., SW 3.3 mi.
4. Class of Federal Funds: Add "and Consolidated Primary".
5. County Name and Code: Add "and Wallowa", add "063".
6. Termini: Change to read "Minam Grade Section".

RECEIVED
STATE HWY ENGR
FEB 15 '84
REFER TO
Potter
FOR
Info Invest R/D D/R Sign Cl

14. DATE 2/13/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-70)
PREVIOUS EDITIONS MAY BE USED

9778

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO

Date: February 3, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 30079
Project No. HES-7(12)
Minam River Viewpoint Section
Wallowa Lake Highway
Union County

I request your approval of a program change to joint fund the construction phase with Consolidated Primary funds requiring the following revisions:

1) Project Number: Change to read "F-HES-7(12)".
2) Appn. Code: Add "010".
3) Project Location: Change to read "SR 82, 0.2 mi. N. of Wallowa Co. Ln., SW 3.3 mi.
4) Class of Federal Funds: Add "and Consolidated Primary".
5) County Name and Code: Add "and Wallowa", add "063".
6) Termini: Change to read "Minam Grade Section".
7) Estimated Project Cost by Phases: Change Const. to read---

Appn Code	TEC	FF	STATE	%
010	$ 150,000	$ 132,225	$ 17,775	88.15
141	80,000	72,000	8,000	90.00
Project Total	$ 230,000	$ 204,225	$ 25,775	

8) Note: Add "(3) IN FY '84 AP in Preliminary 6 Yr. HIP on page 43, map index 562.

DRH:bkb
cc: General Files

10

ROAD DESIGN SECTION   DES 16

R. D. Hector
Region Engineer

December 2, 1983

W. E. Cole
Design Supervisor

Minam River Viewpoint
Wallowa Lake Highway
Union County

Enclosed is a list of guardrail work proposed for the subject project. In November, we sent this list to you but it seems to have been misplaced.

The original HES portion of this project was from M.P. 30.48 to M.P. 31.12. The Federal-aid portion as now scheduled is from M.P. 29.94 to M.P. 32.78. As I recall, you requested this list to update the proposed guardrail work throughout both projects (HES and FA).

The HES portion, as well as the FA portion, are now combined and are scheduled for contract March 22, 1984.

WEC:ja

Enc.

cc) George Wills
   Jack Sills

Versteeg
Anderson
Adams
Macnab
Steudemmeyer
Turpin
Trout
Wehnelig

RECEIVED

DEC 5 1983

ROAD DESIGN SECTION

Do Not File ☐
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Bring Up / /
Action

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

Minam Hill
Guard Rail Summary
(Proposed)

8-19-83
D.Stutzman

Beginning Mile Post	Existing type & extng. length guardrail		Extended		Post Length		Type "1" Anchors	Type "C" End Pcs.
			Back	Ahead	Standard	Long		
29.94	200 Old	(200T)	300'		500'		2	2
30.30	162.5 Old	(162.5T)		162.5'	325'		1	1
30.36	200 Old 125 New	(325T)			325'		1	1
30.48	150 Old 287.5 New	(437.5T)		400'	837.5'		1	1
30.65	550 Old 150 New	(700T)	100'		800'		1	1
31.10	112.5 New	(112.5T)			75'	37.5'	2	2
31.15	25 Old	(25T)	25'		50'		2	2
31.22	75 Old	(75T)		25'	100'		2	2
31.56	850 Old 150 New	(1000T)	675'		875'	800'	2	2
31.79	~~287.5 Old~~	~~(287.5T)~~		300'	150'	150'	2	2
31.89	~~175 Old~~	~~(175T)~~		150'		150'	2	2
31.98	287.5 Old	(287.5T)	75'		287.5'	75'	2	2
32.14	175 Old	(175T)	37.5'	12.5'	100'	125'	2	2
32.32	400 Old	(400T)	25'	25'	450'		2	2
32.78		(0T)		300'	300'		2	2
TOTALS	3075.0' Old	825' New	1237.5'	1375'	5175'	1337.5'	26	26
	Old + New = 3900.0'		Back + Ahead = 2612.5'		Stnd. + Long = 6512.5'		26	26

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01364

SECTION: Minam ~~Hill~~ RIVER VIEWPOINT ~~[illegible]~~

REGION: 5

STATE HIGHWAY # 10	HIGHWAY NAME Wallowa Lake	MILE POST FROM 30.43 TO 31.12	LENGTH 0.64
☐ URBAN ☒ RURAL	CITY	COUNTY Union	ROAD/STREET NAME
ROUTE # ORE82	FEDERAL AID # FAP 7	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 9.0 3-30-83 ~~1.0~~ L
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 4 ~~1.0~~	
GUARDRAIL	$ 56.4	
40% ENGINEERING & CONTINGENCIES	$ 24.6 ~~23.0~~	
TOTAL CONSTRUCTION		$ 85 ~~80.4~~
TOTAL ESTIMATE		$ 94.0 ~~82.0~~

PROJECT DATA

GRADING (✓)	
PAVING (✓)	
STRUCTURES (✓)	
SIGNING (✓)	
SIGNALS (✓)	
ILLUMINATION (✓)	
GUARDRAIL	X
ENVIRONMENTAL CLASS (1,2,3)	2
DESIGN CATEGORY (1-7)	7
WORK TYPE (1-12)	~~12~~ 8

RIGHT OF WAY

FILES (#)	
ACRES (#)	
RELOCATIONS (#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	
RIGHT OF WAY ACQUISITIONS (S,C,A)	

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/85	RECOMMENDED FUNDING SOURCE HES	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	1250	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM
This section of highway is winding mountain road which is ver susceptible to dense fog. Fatal accident occured at (near) viewpoint area where sub-standard rail and no rail exists. Numerous requests have been received by this office to erect a modern guardrail in this section.

PROPOSED SOLUTION
Erect guardrail to current standards throughout viewpoint area.

Watson

ROAD DESIGN SECTION

REQUESTED, REGION ENGINEER X	DATE 2-8-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
2/17/83	1985	HES

734-1811 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Minam ~~Hill~~ River Viewpoint

REGION
5

PROJECT JUSTIFICATION

This section (M.P. 30.48 - M.P. 31.12) is a part of a project requested to provide adequate protection to the motoring public throughout the entire length of Minam Hill (M.P. 29.94 - M.P. 32.94). The Minam Viewpoint area requires a length of 0.64 mile of rail to be installed in order to establish logical beginning and ending of the segment.

An apparent favorable benefit/cost ratio exists for this project segment. Also, the project meets the Division's goal of preserving and maintaining the existing highway system.

ADMINISTRATION RECOMMENDATION

4-20-83

rll
9776

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-7(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30079

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/20/83

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:
Minam River Viewpoint Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $2,000 - F.F. $1,800
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 4/5/83.

RECEIVED
STATE HWY ENGR
APR 25 '83
REFER TO
Potter
FOR
Info | Inst | R/D | D/R | Sign | Act | File

Orig to
4/25

14. DATE 4/20/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7776

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: April 5, 1983

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Data Submission
Item No. 30079
Project No. HES-7(12)
Minam River View Point Section
Union County

Attached data consists of PR-1 form with project maps, Safety Priority Index System sheet, Collision Diagram, pictures and sketch map.

I request the following:

(1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

(2) Authorization to proceed with all phases of preliminary engineering work necessary to obtain P.S. & E. approval at an estimated total cost of $2,000 with an obligation of $1,800 in Federal funds.

DRH:lb

Att.

cc L. E. George
R. D. Hector
General Files

Form 734-3122

7778

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

2-17-83 1

SEE INSTRUCTIONS ON REVERSE N

KEY ID # 01364

SECTION Minam ~~Hill~~ RIVER VIEWPOINT ~~GUARDRAIL~~				REGION 5
STATE HIGHWAY # 10	HIGHWAY NAME Wallowa Lake		MILE POST FROM 30.43 TO 31.12	LENGTH 0.64
☐ URBAN ☒ RURAL	CITY	COUNTY Union	ROAD/STREET NAME	
ROUTE # ORE82	FEDERAL AID # FAP 7	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 9.0 3-31-82 ~~1.0~~	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	
ROADWAY	$		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 4 ~~1.0~~		GUARDRAIL	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
GUARDRAIL	$ 56.4		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 24.6 ~~23.0~~		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 85 ~~80.4~~	WORK TYPE (1-12)	~~12~~ 8	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ 94.0 ~~82.0~~			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/85	RECOMMENDED FUNDING SOURCE HES	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	1250	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM
This section of highway is winding mountain road which is very susceptible to dense fog. Fatal accident occured at (near) viewpoint area where sub-standard rail and no rail exists. Numerous requests have been received by this office to erect a modern guardrail in this section.

PROPOSED SOLUTION
Erect guardrail to current standards throughout viewpoint area.

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ROAD DESIGN SECTION
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REQUESTED, REGION ENGINEER X	DATE 2-8-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
2/17/83	1985	HES

TM-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Minam ~~Hill~~ River Viewpoint

REGION
5

PROJECT JUSTIFICATION

This section (M.P. 30.48 - M.P. 31.12) is a part of a project requested to provide adequate protection to the motoring public throughout the entire length of Minam Hill (M.P. 29.94 - M.P. 32.94). The Minam Viewpoint area requires a length of 0.64 mile of rail to be installed in order to establish logical beginning and ending of the segment.

An apparent favorable benefit/cost ratio exists for this project segment. Also, the project meets the Division's goal of preserving and maintaining the existing highway system.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Union County

SECTION Minam River Viewpoint	KEY ID#
Wallowa Lake Highway #10	REGION 5

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
1	31-1954	

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		200			

TOTALS	$ 9,000	$ 9,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

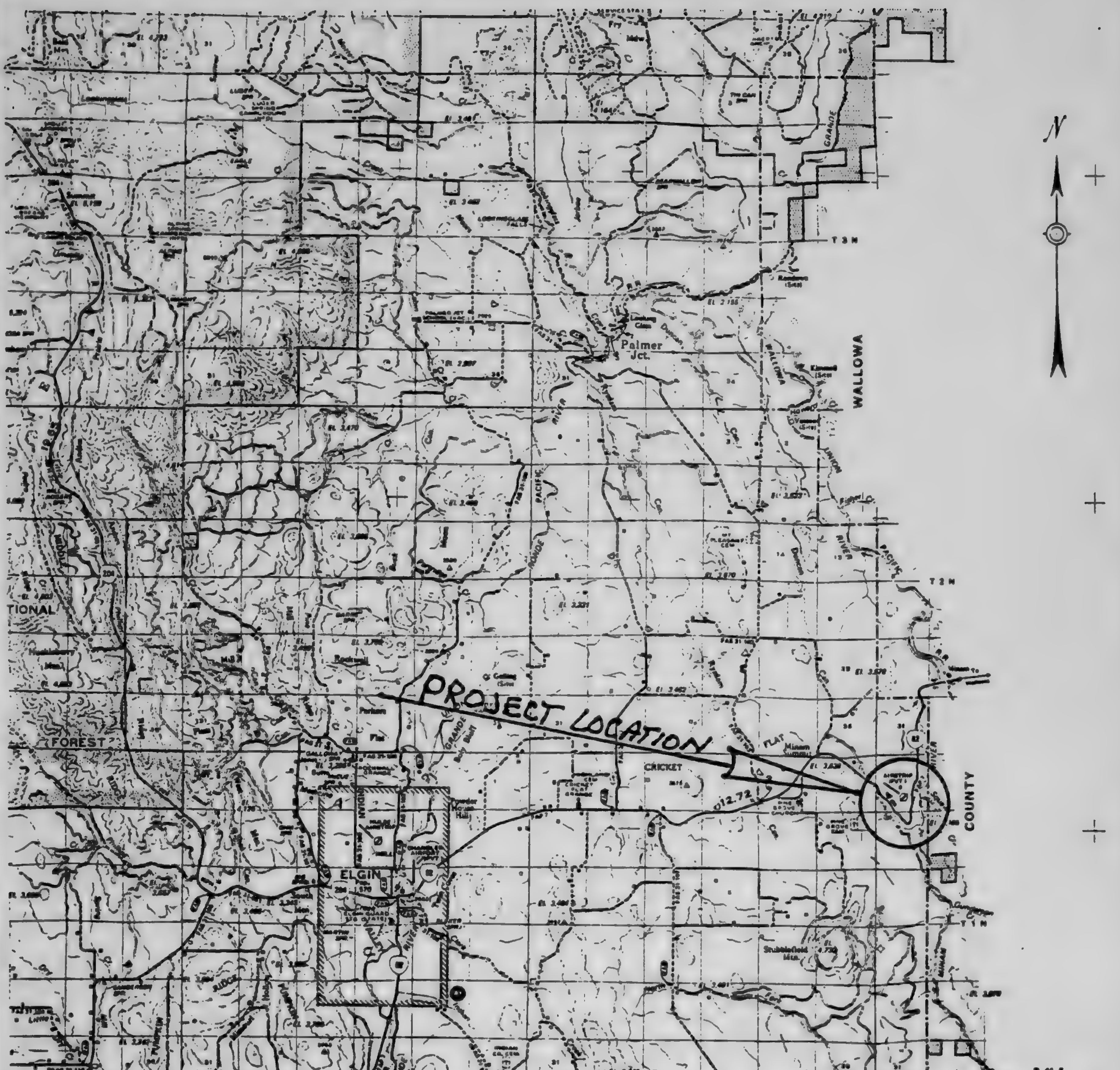
FEDERAL AID PROJECT NUMBER HES-7(12)

LOCATION ENGINEER'S REMARKS

Approved by Hwy Eng'r 2-17-83 82,000 HES

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/4/83
RECOMMENDED, REGION ENGINEER X	DATE 3-II-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-5-83
RECOMMENDED, LOCATION ENGINEER X	DATE 5/2/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 4-20-83	

734-1914 (7-82)



UNION COUNTY
OREGON

PROJECT LOCATION
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9778

STATE OF OREGON
Highway Division - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: February 14, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project
Wallowa Lake Highway No. 10
M.P. 30.5-31.1

Region 5 has requested a project to install guardrail on the subject highway where vehicles have run off the road. This Title II portion will be part of a larger project planned for this highway with other funds. Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
— State	Minam River Viewpoint Section Wallowa Lake Highway Union County	$82,000	$73,800	$8,200

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB:kkr

Attachment

APPROVED:

H S Coulter
State Highway Engineer

DATE: 2/17/83

2-17-83
orig. to [illegible]
cy George
[illegible]

RECEIVED
STATE HWY ENGR
FEB 15 '83
REFER TO
FOR

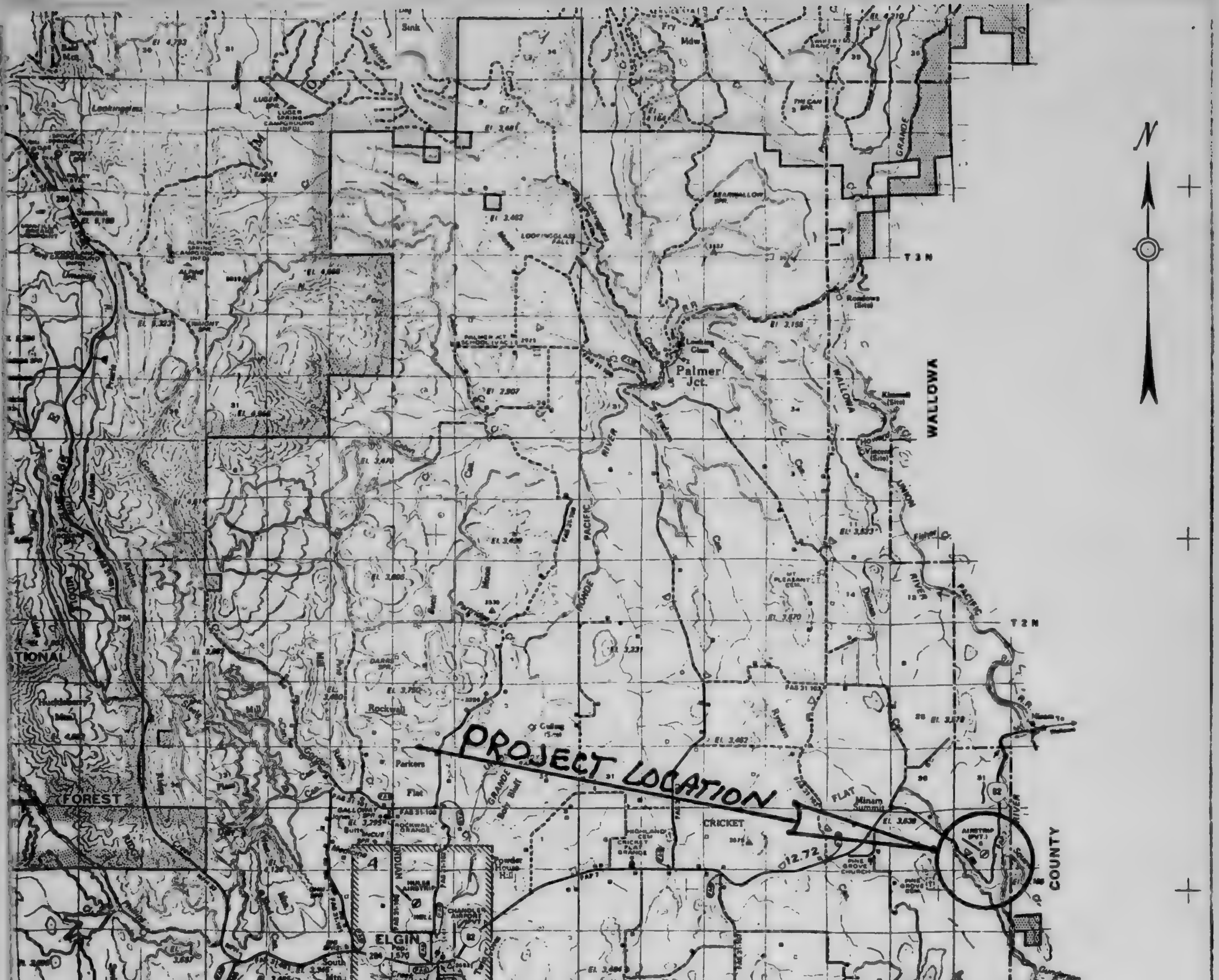
Info	Invest	R/D	D/R	Sign	Act	File

NOTED
L. E. GEORGE

RECEIVED
FEB 17 1983
TRAFFIC ENGINEERING

NOTED BY
D. R. WEAVER

NOTED
DWAYNE HOFSTETTER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UNION COUNTY
OREGON

9716

May 30, 1978

The Honorable Robert A. Brogoitti
State Representative
1511 Adams
La Grande, OR 97850

Dear Bob:

1-5-K
13-17-K

Over the past several years we have corresponded with Mrs. Ralph Graham on the Minam grade guardrail situation. She apparently does not accept our argument that our limited funds should be utilized where the highest accident rates occur.

We recognize there is a need for guardrail on the Minam grade and we would like to correct the situation. As you undoubtedly know, we presently have very limited funds for this type of work and it looks as if there will be less in the future after the defeat last Tuesday of the 2-cent gas tax ballot measure.

There are many locations throughout the state where some minor improvement would eliminate or greatly reduce the accident record. Yearly we correct some of these, concentrating on those locations where the work would result in the greatest reduction in accidents.

Mrs. Graham is correct about the salvage of reusable rail from I-80N when it was replaced by concrete median barrier. What she does not know is that by the end of this summer, the last 20,000 feet of this rail will be used up. It has been used throughout the state to replace damaged guardrail or on construction projects where guardrail was required.

I hope this will answer your questions. Please let me know if I can be of further help to you.

Sincerely,

H. S. Coulter
State Highway Engineer

WES:sh HSC:ia

bc R. A. Burco
F. B. Klaboe
W. E. Schwartz
District 13

80 Prall Lane
Eugene, Oregon 97405
May 3, 1978

Mr. Bob Brogoitti
1511 Adams
LaGrande, Oregon

Dear Mr. Brogoitti:

Please find the enclosed copies of correspondence during the last three years regarding a guardrail for the narrow, winding highway going down the Minam Grade between Elgin and Wallowa. I am sure that you are familiar with that particular road and it's hazards. Although I have always felt that our Eastern Oregon Area was neglected at "Budget Time" compared to the lavish highways with unnecessary railings, landscaping, etc. in Western Oregon, I wasn't really concerned enough to do anything about it until three years ago when it became necessary to make many trips over it at night in the fog, ice and snow. As a State Representative from that area and with the additional advantage of being on the State Transportation Commission, I feel that you are in the best possible position to help.

I feel that the greatest problem lies in the fact that funds for improvement and maintenance must be designated in the Union County Budget since that particular portion of the highway is located in Union County. Since Union County people rarely or never travel it I'm sure it doesn't get top priority. Wallowa County residents who are forced to travel it for medical care, school activities, etc. don't have any say about it's condition.

It is my understanding that the State Highway Dept. has stockpiled much re-usable railing & posts from the center guardrail of I-5 when the old style was replaced with solid concrete barriers between Pendleton and Baker. Using this material which should be located near would possibly reduce the expense. In the last improvement attempt the paving on the roadway was taken clear out to the edge in some areas so if you have ice and start sliding even at slow speeds there isn't a gravel shoulder to stop you.

Please look over the enclosed letters including the one from Governor Straub. I find it difficult to agree with him that the answer is to wait until the number of accidental deaths justify the dollars spent. I don't know how you can put a dollar value on human lives! Thank you for your help.

Respectfully yours,

Mrs. Ralph (Ann) Graham

1976

NOTED
H. S. COULTER

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

April 9, 1976

Mrs. Ralph Graham
80 Prall Lane
Eugene, Oregon 97405

Dear Mrs. Graham:

I appreciate your concern for what appears to be a hazardous section of State highway. I have to agree that the installation of additional guardrail would be a very desirable improvement.

950-K
1379-K

However, as Mr. Hector told you a year ago, there are many hazardous locations on the highway system which warrant some type of improvement. Since we only have limited funds with which to make these improvements, some system has to be followed in making decisions about where the money is spent.

A logical way to do this is to continually review the accident statistical record. Where the most people are having problems, the most deaths and injuries are occurring, is where the improvements are made. Although this seems like a hard-hearted approach, it is both reasonable and logical. We would like to have every mile of the State Highway system totally free of hazardous locations so that no one was ever killed or injured because of an unsafe highway condition. We work towards this end but it is a monstrous task.

The accident record of the Minam Grade has been relatively good in recent years. Consequently, it does not rate a very high priority for the assignment of funds for improvements. There has been only one fatality in the last five and one-half years for which I have records. This fatality resulted from a head-on collision in 1973.

Your reference to the purchase of the Wayne Morse ranch as being a wasteful expenditure of Highway funds deserves some comment. This decision was a purely political decision of the 1975 legislature. Transportation Commission

RECEIVED

APR 12 1976

Office of
Assistant State Highway Engineer

staff had no part in this decision. Decisions such as this severely limit the funds available to accomplish improvements such as we are discussing.

I am sorry that I cannot be more helpful to you. We will continue to watch the Minam Grande and make what improvements we can.

Sincerely,

W. E. Schwartz
Regional Engineer

WES:sh

cc H. S. Coulter
D. H. Moehring
G. A. Starkey

3

☐ RE ☐ RCE ☐ RBE ☐ RM

☑ ROE APR 5 1976 ☐

☐ RDE RECEIVED ☐
REGIONAL OFFICE

80 Prall Lane
Eugene, Oregon

March 30, 1976

Mr. W. E. Schwartz, Regional Engineer
Oregon State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

Dear Mr. Swartz:

Please find the enclosed copies of letters regarding the Wallowa Lake Highway including the copy of a letter from Robert Hector, Regional Maintenance Engineer. This letter was mailed to me on May 2, 1975.

I have continued to correspond with anyone who I felt might hold the key to getting the needed improvements and repairs. The enclosed letter to Governor Straub is my latest.

Respectfully yours,

Ann Graham

Mrs. Ralph (Ann) Graham

Encl.

9778

1859

ROBERT W. STRAUB
GOVERNOR

RECEIVED
[illegible] HWY ENGR
APR 8 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 7, 1976

Mrs. Ralph Graham
80 Prall Lane
Eugene, OR 97405

Dear Mrs. Graham:

I agree that the Minam Grade Section of the Wallowa Lake Highway, on which you request some guardrail installation, could stand improvement. It is not alone however, as there are a great number of miles on our state highway system in need of upgrading.

Installation of guardrail is often not a very cost-effective improvement because the cost is very high, while the benefit in terms of accidents prevented or lessened is quite low.

A review of the accident record on Minam Grade for the last 5 1/2 years reveals that the accident rate is not overly high compared to other similar-use highways throughout the state.

There are many sections of state highways in need of improvement and enough money to accomplish only a few each year. The Minam Hill Section must compete with other sections for the money.

You mentioned the Transportation Commission had agreed to give $100,000 to help purchase the Wayne Morse Ranch for a park. This purchase is a legislative directive and one over which the Transportation Commission has no control. I was unable to obtain any information in regard to $144,000 being spent for a memorial on the Oregon Coast.

Sincerely,

Governor

NOTED
MARIE STEPHENS

RWS:hy
bcc Department of Transportation
(F. B. Klaboe - Extension 6516)

COPY

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

LOCATION

Hwy. No. 10 Rte. No. ______
From M.P. 28.50
To M.P. 33.00
Period Covered:
1-1-70 to 6-30-75

LOCATION	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
1/2 1975			1										1		1			1	
1974				1					1				2		1	1		1	
1973		1*		1		1			2				5	1	1	3	1	3	* Fatal 1-Killed 2-Injured
1972								3					3		1	2		1	
1971				1		1		1					3			3			
1970								2	1				3		2	1		2	
Total		1	1	3		2		6	4				17	1	6	10	1	8	

Form E-563 -6

Transportation

PLEASE RETURN
ORIGINAL LETTER

005335

Please prepare draft reply
for Governor's signature
by 4-2
Thank you.

RECEIVED
23 1976
Governor's Office

80 Prall Lane
Eugene, Oregon 97405

March 18, 1976

RECEIVED STATE HWY ENGR
MAR 24 '76
REFER TO Coulter
FOR
☐ Info
☐ Inves
☑ R/D
☐ D/R
☐ Sign
☐ Act
☐ File

Robert W. Straub, Governor
State of Oregon
Salem, Oregon 97310

Dear Sir:

I am writing to you because previous correspondence with legislators and State Transportation Commission Officials has been noneffective. Since you are the ultimate source of help please excuse my impatience if there were other routes I should have first pursued.

The last two years I have been trying to get someone in a position to be of help to listen to the needs for a safer highway into Wallowa County in North Eastern Oregon. If you have traveled the route between Elgin and Enterprise, Oregon, you are aware that this portion of the highway includes two and one half miles of steep, narrow, winding roadway known as the Minam Grade. Although they have made some improvements in the past year, it is still a treacherous strip of highway for approximately six months out of the year. Since it is the only route into that area, travel is frequently necessary in spite of snow, ice, fog and rocks in the road or a combination of these. All high school youngsters in the county participating in athletic competition must travel it regardless of weather conditions. Not many years ago a basketball team went over the edge near the top of the grade with tragic results. A guardrail would have prevented this as well as other subsequent accidents.

One of the State Highway Officials answered by letter requesting guardrails at critical areas with the reply that they have estimated the cost at $100,000.00 to put a rail along the edge the length of the Minam Grade. He added that funds were unavailable and it would be years before it could be considered. Shortly after receiving his letter I read in The Eugene Register Guard that the Oregon Transportation Commission had agreed to give $100,000.00 to help purchase the Wayne Morse Ranch for a park. Mr. Morse was my neighbor and lived over four miles from any State Highway. In my opinion this purchase would benefit only the city or county and therefore should not be purchased with state highway funds.

It seems to me that the lives that have been lost should be worth more than $100,000.00 or mean as much as the memory of a politician who died of natural causes. The week after the headlines regarding the funds for the Morse Ranch, the paper had an article explaining that $144,000.00 would be spent for a Memorial on the Oregon Coast. How can this type of wasteful spending be justified when funds supposedly aren't available for necessary projects? It seems to me that somewhere along the line people in a position of authority have let their values become very confused.

The most hazardous portion of the Wallowa Lake Highway is in Union County and funds for improvements and maintenance are budgeted by them. This is part of the problem I am sure. People from the LaGrande Area seldom travel this highway and since they are not concerned, it is difficult to even get dead animals, stalled vehicles or rocks removed from the roadway.

This is not a luxury I request - only a guardrail for a minimum of protection in winter months. Although my husband and I have lived in Eugene since 1959, we were raised in the Wallowa Valley, own property there and plan to return someday. We make many trips there each year and have traveled on several occasions when there was fog or snow with rocks and ice on the road and felt that we reached our destination only by "The Grace of God." It is more for our families and the full time county residents than for people like myself that I ask that something be done. I have a choice whether or not to travel it; if they are going for medical care, traveling to work or school or associated functions they haven't a choice!

Enclosed you will find copies of my letters and the responses that were received. These may help to explain with greater clarity the problem and my intense search for someone in a position to instigate some type of action.

I know that your time is valuable and your duties many but any help that can be given will be greatly appreciated.

Respectfully yours,

Ann Graham

Mrs. Ralph (Ann) Graham

cc: Union County Road Department
Wallowa County Chieftain

RECEIVED
MAR 24 1976
OFFICE
DIRECTOR of TRANSPORTATION

9/

May 8, 1975

950 K

Mrs. Ralph Graham
80 Prall Lane
Eugene, OR 97405

Dear Mrs. Graham:

Your April 15 letter to Mr. Anthony Yturri expressed concern for a portion of the Wallowa Lake Highway in the vicinity of Minam Hill and also referred to a newspaper article in the Eugene Register Guard relative to highway project funding.

Our Regional office responded to you relative to the installation of guardrail and construction of climbing lanes on the Minam Hill. I would like to expand on Mr. Hector's letter by clarifying the matter of the recent release by President Ford of the $2 billion in impounded highway funds.

The newspaper article included in your letter to Mr. Yturri referred to Governor Straub's announced plan to let in excess of $100 million in highway construction bids by June 30, 1975. This program was based on the availability of highway funds in Washington, D.C. and also on the ability of the State Highway Division to get these projects ready for contract by June 30. All funds have been maintained in Washington and distributed on a first-come, first-served basis. A project must be ready to contract in order to take advantage of these released funds. There are two additional constraints. One is that funds for the project must be obligated prior to June 30, 1975, and two, the funding of such a project must be within the program ceiling established by Congress at the time of the initial apportionment.

The Wallowa Lake Highway is classed generally as a rural primary highway; therefore, construction projects on this highway qualify only for rural primary funds. There are in excess of 4,800 miles of rural primary highway in the State of Oregon competing for the same primary funds, which are approximately

$11 million each year. This apportionment ceiling was not affected by the recently released $2 billion. The majority of the recently-released funds is dedicated by law to the Interstate program.

We appreciate this opportunity to clarify the matter of Federal Aid Highway funding and we will investigate the need for the improvements to Minam Hill discussed in your letter. A project such as you propose would, of course, be competing with many needed projects and could only be programmed if it ranks highest on the priority listing of similar projects.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: Anthony Yturri
Rep. Ed Patterson
Judge Hall, Wallowa County Courthouse
Union County Road Department

bc: A. E. Johnson
E. S. Hunter
L. W. Rulien
R. B. Sipprell
W. E. Schwartz

GNH:scr dpy

OREGON STATE HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 2, 1975

Mrs. Ralph Graham
80 Prall Lane
Eugene, Oregon 97405

Dear Mrs. Graham:

A copy of your letter to Mr. Yturri was forwarded to me by Judge Claude Hall. I would like to comment on this matter.

Your description of the Minam grade as being a steep, narrow and winding highway is, of course, correct. We have, however, been able to do some widening and resurfacing of the roadway during the past year and hope to be able to continue with this kind of improvement. The planned immediate improvements will include the extension of the climbing lane near the top of the hill.

The Highway Division does recognize that there are many highways in the State that need guardrail work and other kinds of work to bring them up to current standards; unfortunately, funds are not available to do all of the needed work right now. For example, to place guardrail on the Minam grade would require nearly two and one half miles of rail, at an estimated cost of $100,000. Money is not available for that kind of project at this time.

Your comments concerning the Wallowa Lake Highway and highway matters are appreciated.

Very truly yours,

W. E. Schwartz
Regional Engineer

By

Robert D. Hector
Regional Maintenance Engineer

RDH:je
cc: Judge Hall

Form 81-734-3133

Eugene, Oregon
April 15, 1975

Mr. Anthony Yturri
89 S. W. Third Avenue
Ontario, Oregon 97914

Dear Mr. Yturri:

I recently read an article in the Eugene Register Guard stating that the 1973 State Legislature appropriated $150 million for highway projects in Oregon to be used during the next 6 years. The names of the members of the Oregon State Transportation Commission were also given. None of these gentlemen appeared to live near the LaGrande area, but I feel you would probably be most aware of the highway about which I am concerned.

Although we reside in Eugene, Oregon, we are property owners in Wallowa County and have made at least two dozen trips there during the last two years due to illness in the family. It seems to me that in view of the millions of dollars spent throughout the state, funds should be available for a guard rail to prevent vehicles from going over the roadside on the Minam Mountain Grade. This steep, narrow, winding highway lies between LaGrande and Enterprise. It is especially dangerous during the months of fall and winter when you frequently find it covered with ice and snow with heavy fog in the area. There is traffic going into the Wallowa Valley as well as the Lewiston, Idaho and Snake River Areas. One frequently meets logging trucks and large cattle trucks. All of the children from Wallowa County participating in sports outside of the county must go over this highway by bus or car regardless of road or weather conditions. At one time a car load of students returning from a ball game in a snow storm and following the tail lights of the vehicle ahead of them drove off at the top of the mountain because they didn't realize the car had gone around a sharp corner. Needless to say the results were tragic.

Enclosed you will find an article from our local paper explaining how $13 million will be spent in Lane County alone, and in my opinion we already have roads that are far superior to those in the northeastern corner of the state. On the Minam Mountain Highway between Elgin and Wallowa, that I keep referring to, they not only have failed to put up adequate guard rails and make needed improvements, but have decreased the use of sand or gravel during winter because of the expense. Not only can this be readily

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NOTED
R. B. SIPPRELL

observed during snow and ice conditions, but schools in the area have received written notice concerning the decreased use of sand and gravel and the obvious increased hazard.

They did resurface the Minam Grade in the last couple of years but in several places the asphalt was taken clear to the roads edge leaving no shoulders or gravel area to stop you if your car started sliding on ice.

I believe that the main reason for the difficulty in getting an adequate railing on the Minam Hill lies in the fact that this portion of highway is in Union County. The Minam Road is the only access to Wallowa County from the West and the county residents travel it constantly through necessity but have no say in its improvement or maintenance since budgeting must come from the Union County Area.

I feel that a guard rail with reflectors for roadside visibility in fog and snow would probably prevent most bad accidents. Ice or the lack of visibility rather than speed or negligence have been responsible for most tragedies.

Thank you for taking time to read this and giving thought to our problem. Anything you can do to correct this condition will be greatly appreciated.

Respectfully yours,

Ann Graham

Mrs. Ralph (Ann) Graham
80 Prall Lane
Eugene, Oregon 97405

CC: Judge Hall, Wallowa County Courthouse, Enterprise, Oregon
Union County Road Department, Rt.1, Box 1676, LaGrande, Oregon
Ed Patterson, Room #18B, State Capital Bldg., Salem, Oregon 97310

Eugene Register-Guard
EUGENE, OREGON, TUESDAY, FEBRUARY 25, 1975
General News
Inside: Civic Calendar/Comics/Dear Abby/Theaters

Lane gets 12% share of state roads money

Lane County is slated to get almost 12 per cent of the money from a state highway construction program intended to create almost 14,000 jobs by June.

Gov. Bob Straub Monday announced plans to let $111 million in highway construction bids by June 30. A half-dozen Lane County projects totaling $13 million are among those on the governor's list.

The largest is the $6.75 million widening from two to four lanes and improvement of Highway 99N between Junction City and Airport Road, north of Eugene. Other Lane projects include improvements on Interstate 5 and repaving of part of Highway 126 near Mapleton.

STRAUB SAID THE availability of federal highway money will allow the state to create an estimated 13,800 highway construction and related jobs.

"We're going to do this by putting up about $14.6 million in matching funds to nail down more than $96 million in federal highway dollars for Oregon," the governor said.

Straub said the additional state matching money will come from the State Dept. of Transportation's bonding authority for construction of a transportation building. He said rising costs have forced postponement of the building for this biennium.

President Ford released the federal highway money Feb. 11. It will be available to the states on a first-come, first-served basis, Straub said.

Oregon will get a head start on most other states "because we'll have the matching money and our highway projects are ready to go," the governor said at an afternoon news conference on his first day back from a week in Washington, D.C.

THE STATE'S NORMAL share of the $2 billion released by Ford would be about $20 million. But Straub said Oregon's chances of getting more are good because of the availability of matching money and because the State Highway Division has the engineering, design and environment impact work completed on the projects.

Other states cut back on the preparatory work for the projects when the federal funds were impounded by President Nixon, Straub said.

"Substantial portion of the money will be spent in areas hardest hit by the slumping economy," he said.

Anticipated state spending includes $16 million in Douglas County, $4.5 million in Josephine County, $6 million in Jackson County and $2.4 million in Baker County, in addition to Lane County's $13 million (which includes a $1.8-million project partially in Linn County)

Almost all of the spending will be on improving existing roads, rather than building new highways.

Other Lane County projects are:

- A safety project to sign, illuminate and repave Interstate 5 from the McKenzie River south to Judkins Point, $1.4 million. (Bids were opened last week on a similar project from the McKenzie River north to the Linn County line.)

- Another project for repaving, signing and illuminating Interstate 5 from the Goshen Interchange south to Cottage Grove, $2 million.

- Grading, paving and building a structure approach on the Willamette River-Harrisburg Bridge section of Highway 99E, $1.86 million.

- Repaving the Mapleton-Austa section of the Highway 126; $960,000.

- A $35,000 signaling project on 30th Avenue.

About $33 million worth of the projects were scheduled to be constructed during this period anyway, State Highway Engineer Frad Klaboe said.

IF OREGON GETS all the money it is after, interstate construction would jump from $5.8 million to $46 million; rural primary road construction from $14.1 million to $21.4 million, and rural secondary construction from $500,000 to $9.8 million.

Straub said the Joint Ways and Means Committee of the legislature will be asked to approve the sale of the bonds to provide the matching funds.

The authority for the bonds already exists, but was intended for the transportation building, not highways so Straub said he wanted to make sure there were no conflicts.

If Oregon gets the additional money, it would be on top of Straub's economic stimulation program, which calls for $2.4 million in highway construction projects, as well as several other projects involving housing, forestry and other construction.

1984 Dagmar Road-Webster Rd. 9779
Sec, Jennings Ave. Gladstone
(grading and paving)

jc cc OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 4/21/86	REPORT MADE BY James Klamerus, Highway Engineer Trainee		PROJECT NO. HES-9674(4)
COMPLETION DATE (Actual) 4/15/85	ACCEPTANCE DATE BY CONRTACT AGENCY February 28, 1986	TIME ELAPSED 100 %	CONTRACT TIME 120 CD 34 CD Extension

LOCATION

Jennings Ave. From Dagmar Rd. to Webster Rd.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

This project provided for straightening and widening a particularly hazardous curve on Jennings Ave.

The original authorization was $201,084.55. The final cost is $226,057.20. The final project cost overran by 12.4%.

The contractor used 154 days to complete the project. The contract originally specified 120 calendar days for completion. A time extension of 34 calendar days was granted on May 13, 1985.

RECEIVED
STATE HWY ENGR
APR 30 '86
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ
5/2

COPY SENT
APR 30 1986
State Region DC

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE James M Klamerus TP Lowe	SIGNATURE D. K. Hassen
TITLE Area Engineer & Highway Engineer Trainee	TITLE Field Operations Engineer
DATE 4-25-86	DATE 4/29/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

March 10, 1986

CON 5
#9779

Fidelity & Deposit Co. of Maryland
Portland Branch Office
P.O. Box 489
Portland, OR 97207

Contract No. 9779 awarded to Columbia Pacific Construction Co. for work on the Dagmar Road-Webster Road Section of Jennings Avenue in Clackamas County was completed on July 1, 1985, and accepted by the State Highway Division on February 28, 1986.

Final payment in the amount of $1,000.00 will be released to the contractor after March 17, 1986. The total contract amount was $181,265.56, including $1,190.20 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Columbia Pacific Construction Co.
P.O. Box 907
Lake Oswego, OR 97034

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Ed Hardt

9779

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9779

TO: Robert Gormsen
Manager, Commission Services

DATE: February 28, 1986

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9779 , On Site Work Substantially Completed April 15, 1985

All Work Completed July 1, 1985

Project Dagmar Rd.-Webster Rd.

Highway Jennings Avenue

County Clackamas

Type of Work Grading and Paving

Contractor Columbia Pacific Const. Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

3-10-86- Surety letter written.

noted
Rwg

RECEIVED
FEB 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

1911

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:

CON 5

DATE: January 28, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce M. Walton
for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-9674(4)

Contract 9779, Work Completed 4-15-85

Project Dagmar Rd.-Webster Rd.

Highway Jennings Avenue

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date February 20, 1986

G. K. Hossner
for Dale E. Wilken
Division Administrator

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

RECEIVED
STAT. HWY ENGR
FEB 24 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
JAN 29 1986

734-2023 (2-85)

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 7-7	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas
MODIFICATION NUMBER 7		Project Number HES-9674(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 17, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 335,002.00	$ 343,782.00
Federal funds	$ 301,501.00	$ 309,403.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of July, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Henry ... Peters

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 26, 1985

FEDERAL AID PROJECT NO. HES-9674(4)

Dagmar Road - Webster Road
County Road
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
Preliminary Engineering

Total as on previous estimate of June 18, 1985	$28,700.00

TYPE CODE ROW
Right-of-way (Sta. 5+00 to Sta. 16+00)

Total as on previous estimate of June 18, 1985	$90,000.00

TYPE CODE 1000
Roadway (Sta. 5+00 to Sta. 16+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
P.A. #5A Removal of Structure & Obstruction	$7,630.00	---	---	All	$ 7,630.00
P.A. #5G 6-inch Drain Pipe	22.00	---	---	40	880.00
P.A. #5H Special Filter Mat	90.00	---	---	3	270.00
			$0.00		$ 8,780.00

Subtotal as on previous estimate of June 18, 1985	$188,088.57
Subtotal	$196,868.57
Engineering	28,213.43
Total	$225,082.00

Length of Project --------------- 0.208 mi.

Cost of Roadway Per Mile -------- $1,082,125.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 28,700.00	$ 25,830.00	$ 2,870.00
Right-of-Way	90,000.00	81,000.00	9,000.00
Roadway	225,082.00	202,573.00	22,509.00
TOTAL	$343,782.00	$309,403.00	$34,379.00

Group 1: 100%
Contract No. 9779
Prefix: C203-1916
Prefix: C203-2539
Prefix: C09779

Appn Code: 141

DDB:me

9779

• TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-176	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County CLACKAMAS
MODIFICATION NUMBER 6	[illegible]	Project Number HES-9674(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 17, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 329,546.00	$ 335,002.00
Federal funds	$ 296,590.00	$ 301,501.00
Other revisions		

This modification is made for the following reasons: To include increase in Construction and Construction Engineering Costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of June, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
for
Manager, Program Section
(Title)

BY FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 18, 1985

FEDERAL AID PROJECT NO. HES-9674(4)

DAGMAR ROAD-WEBSTER ROAD
COUNTY ROAD
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering (Estimate of April 30, 1985)	All Required	$ 28,700.00

TYPE CODE ROW
RIGHT-OF-WAY (Sta. 5+00 to Sta. 16+00)

Right-of-Way (Estimate of April 30, 1985)	All Required	$ 90,000.00

TYPE CODE I000
ROADWAY (Sta. 5+00 to Sta. 16+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Trench Exc.	$ 2.20	320	$ 704.00	355	$ 780.00
Struct. Exc.	7.20	95	684.00	152	1,092.00
Con. Inlets, Type G-2M	500.00	1	500.00	2	1,000.00
Conc. Driveways	14.00	415	5,810.00	425	5,947.00
Reconst. Conc. Manholes	550.00	2	1,100.00	4	2,200.00
Roadside Seeding & Mulching	1,155.00	1	1,155.00	1.8	2,032.00
P.A. #3 Embankment	8.00	--	--	206	1,646.00
			$ 9,953.00		$ 14,697.00

Increase	$ 4,744.00
SUBTOTAL as on Estimate of April 30, 1985	183,344.57
SUBTOTAL	$188,088.57
Engineering	28,213.43
TOTAL	$216,302.00

Length of Roadway ------------------ 0.208 mi.

Cost of Roadway Per Mile ----------- $1,039,913.46

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
Preliminary Engineering	$ 28,700.00	$ 25,830.00	$ 2,870.00
Right-of-Way	90,000.00	81,000.00	9,000.00
Roadway	216,302.00	194,671.00	21,631.00
TOTAL	$335,002.00	$301,501.00	$33,501.00

Group 1: 100%
Contract No. 9779
Prefix: 203-1916
Prefix: 203-2539
Prefix: 203-1064

Appn Code: 141

DDB:pf

9779

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5 38	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** [illegible]	County Clackamas
MODIFICATION NUMBER 5		Project Number HES-9674(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 17, , 19 83 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 324,061.00	$ 329,546.00
Federal funds	$ 291,654.00	$ 296,590.00
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of May , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 30, 1985

FEDERAL AID PROJECT NO. HES-9674(4)

DAGMAR RD.-WEBSTER RD.
CLACKAMAS COUNTY ROAD

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering (Estimate of 5-15-84)	All Required	$ 28,700.00

TYPE CODE ROW
RIGHT-OF-WAY (STA. 5+00 to STA. 16+00)

Right-of-Way (Estimate of 5-15-84)	All Required	$ 90,000.00
	Total	$ 90,000.00

TYPE CODE 1000
ROADWAY (STA. 5+00 to STA. 16+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Class "C" Asph. Concrete	$ 35.00	950	$33,250.00	996	$34,860.00	
24" Inch Sewer Pipe	24.50	164	4,018.00	226	5,537.00	
Embankment	8.00	---	---	205	1,640.00	
		Subtotals	$37,268.00		$42,037.00	
					Increase	$ 4,769.00

Subtotal of previous estimate of September 20, 1984		$ 178,575.57
	Subtotal	$ 183,344.57
	Engineering	27,501.43
	Total	$ 210,846.00
Length of Roadway		0.208 mi.
Cost of Roadway Per Mile		$ 987,312.50

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 28,700.00	$ 25,830.00	$ 2,870.00
Right-of-Way	90,000.00	81,000.00	9,000.00
Roadway	210,846.00	189,760.00	21,086.00
Total	$ 329,546.00	$ 296,590.00	$ 32,956.00

Group 1	100%
Contract No.	9779
Prefix:	203-1916
Prefix:	203-2539
Prefix:	203-1064

RHZ:bkb

9779

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-185		State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-25-84	County CLACKAMAS
MODIFICATION NUMBER 4		Project Number HES-9674(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 17, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 318,876.00	$ 324,061.00
Federal funds	$ 286,988.00	$ 291,654.00
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of September, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~BY~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 20, 1984

FEDERAL AID PROJECT NO. HES-9674(4)

DAGMAR RD.-WEBSTER RD.
CLACKAMAS COUNTY ROAD

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE

Preliminary Engineering (Estimate of 5-15-84) All Required $ 28,700.00

TYPE CODE ROW
RIGHT OF WAY (Sta. 5+00 to Sta. 16+00)

Right-of-Way (Estimate of 5-15-84) TOTAL $ 90,000.00

TYPE CODE 1000
ROADWAY (Sta. 5+00 to Sta. 16+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
15-inch Sewer Pipe	$ 13.60	135	$ 1,836.00	156	$ 2,121.60
Temporary Signs (PA #1)	4.00	--	--	221	884.00
8-inch Perf Pipe (FA #1)	--	--	--	--	398.05
Reconnect Sanitary Sewer (FA #2)	--	--	--	--	640.92
SUBTOTALS			$ 1,836.00		$ 4,044.57

Increase	$ 2,208.57
SUBTOTAL from estimate of May 15, 1984	176,367.00
SUBTOTAL	$ 178,575.57
Engineering	26,785.43
TOTAL	$ 205,361.00

Length of Roadway ------------------ 0.208 mi.

Cost of Roadway Per Mile ----------- $987,312.50

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
Preliminary Engineering	$ 28,700.00	$ 25,830.00	$ 2,870.00
Right-of-Way	90,000.00	81,000.00	9,000.00
Roadway	205,361.00	184,824.00	20,537.00
TOTAL	$324,061.00	$291,654.00	$32,407.00

Group 1: 100%
Contract No. 9779
Prefix: 203-1916 (PE)
Prefix: 203-2539 (ROW)
Prefix: 203-1064 (Const.)

WH:pf

9779

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-185	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County CLACKAMAS
MODIFICATION NUMBER 3	5-23-84	Project Number HES-9674(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 17, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 118,700	$ 318,876
Federal funds	$ 106,830	$ 286,988
Other revisions		

This modification is made for the following reasons: To include contract amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of May, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Henry A. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

C. File

Oregon State Highway Division
Salem, Oregon May 15, 1984

Federal-Aid Project No. HES-9674(4)

Dagmar Rd.-Webster Rd. Section
County Road
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering		All Required		$ 28,700.00

Type Code ROW
Right-of-Way (Sta. 5+00 to Sta. 16+00)

Right-of-Way		All Required		$ 78,000.00
			Subtotal	$ 78,000.00
			Acquisition	12,000.00
			Total	$ 90,000.00

Type Code I000
Roadway (Sta. 5+00 to Sta. 16+00)

Mobilization		All Required		$ 15,000.00
Temporary Protection and Direction of Traffic		All Required		2,500.00
Temporary Signs	181	Sq. Ft.	9.00	1,629.00
Temporary Barricades	5	Each	45.00	225.00
Temporary Guardrail, Type 1, Reflectorized	950	Lin. Ft.	4.70	4,465.00
Flagmen	400	Hour	15.00	6,000.00
Clearing and Grubbing		All Required		6,000.00
Removal of Structures and Obstructions		All Required		1,782.00
General Excavation	4,070	Cu. Yd.	4.50	18,315.00
Trench Excavation	320	Cu. Yd.	2.20	704.00
Finishing Roadbed and Slopes		All Required		2,500.00
Structure Excavation	95	Cu. Yd.	7.20	684.00
Aggregate Base	3,200	Ton	8.20	26,240.00
Class "B" Asphalt Concrete	950	Ton	35.00	33,250.00
Concrete in Walls	85	Cu. Yd.	145.00	12,325.00

Reinforcement in Walls	1,300 Lb.	0.42	546.00
12-inch Culvert Pipe	114 Lin. Ft.	8.00	912.00
12-inch Sewer Pipe	603 Lin. Ft.	6.00	3,618.00
15-inch Sewer Pipe	135 Lin. Ft.	13.60	1,836.00
24-inch Sewer Pipe	164 Lin. Ft.	24.50	4,018.00
Extra for Pipe Under Pavement	22 Lin. Ft.	35.00	770.00
Concrete Inlets, Type "CG-2"	8 Each	500.00	4,000.00
Concrete Inlets, Type "D"	1 Each	500.00	500.00
Concrete Inlets, Type "G-2M"	1 Each	500.00	500.00
Guardrail, Type 2A	538 Lin. Ft.	14.50	7,801.00
Guardrail Anchors, Type 1	6 Each	310.00	1,860.00
Rail End Pieces, Type "C"	6 Each	84.00	504.00
Concrete Driveways	415 Sq. Yd.	14.00	5,810.00
Concrete Curbs	880 Lin. Ft.	3.80	3,344.00
Extra for Asphalt Approaches	12 Each	130.00	1,560.00
Delineators, Type 2	18 Each	20.00	360.00
Delineators, Type 4	6 Each	9.00	54.00
Adjusting Manholes	3 Each	200.00	600.00
Reconstructing Concrete Manholes	2 Each	550.00	1,100.00
Roadside Seeding and Mulching	1 Acre	1,155.00	1,155.00
			$ 172,467.00

Additional Items

Permanent Pavement Striping	All Required		$ 1,700.00
Temporary Pavement Striping	All Required		800.00
Temporary Erosion Control	All Required		1,000.00
Traffic Markers (Buttons)	All Required		400.00
			$ 3,900.00
		Subtotal	$ 176,367.00
		Engineering	23,809.00
		Total	$ 200,176.00

Length of Roadway	0.208 mi.
Cost of Roadway Per Mile	$ 962,384.62

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 28,700.00	$ 25,830.00	$ 2,870.00
Right-of-Way	90,000.00	81,000.00	9,000.00
Roadway	200,176.00	180,158.00	20,018.00
Total Cost	$ 318,876.00	$ 286,988.00	$ 31,888.00

Reimbursement 100% 200,176 Public Law 97-424, S145
Group 1 100%
Contract No. 9779
Prefix: 203-1916 (PE)
Prefix: 203-2539 (ROW)
Prefix: 203-1064 (CONST)

WH:bkb

Nonparticipating Work

Single Mailbox Supports	10 Each	80.00	$	800.00

5

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10 - 114 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 10-18-83	State OREGON County CLACKAMAS Project Number HES-9674(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 17 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 106,500.00	$ 118,700.00
Federal funds	$ 95,850.00	$ 106,830.00
Other revisions		

This modification is made for the following reasons: To include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October , 19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 12, 1983

FEDERAL AID PROJECT NO. HES-9674(4)

DAGMAR RD.-WEBSTER RD.
COUNTY ROAD IN CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$28,700.00
	TOTAL	$28,700.00

TYPE CODE ROW
RIGHTS OF WAY (Sta. 5+00 to Sta. 16+00)

Rights of Way	All Required	$78,000.00
	SUBTOTAL	$78,000.00
	Acquisition	12,000.00
	TOTAL	$90,000.00

Length of Project -------------- 0.17 mi

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
Preliminary Engineering	$ 28,700.00	$ 25,830.00	$ 2,870.00
Right of Way	90,000.00	81,000.00	9,000.00
RETAIN IN PROGRAM			
Contract Work	147,000.00	132,300.00	14,700.00
TOTAL	$265,700.00	$239,130.00	$26,570.00

Group 1: 100%
Prefix: 203-1916
Prefix: 203-2539

RHZ:pf

STATE COPY 3

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 3212

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-24-83

State Oregon

County Clackamas

Project Number HES-9674(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 17, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ~~[illegible]~~ 16,500.00	$106,500.00
Federal funds	$ 14,850.00	$ 95,850.00
Other revisions		

This modification is made for the following reasons: To include approved funds for ROW acquisition.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of March, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Control Engineer
(Title)

~~XXX~~ For: H.S. Coulter

State Highway ENgineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon March 21, 1983

Federal-Aid Project
No. PMS-000S(58)

Statewide Edgeline Striping Project

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$ 100.00

Type Code Y103
Pavement Marking

SFO #1 (Final Estimated Costs)	All Required	$ 10,200.00
SFO #2 (Final Estimated Costs)	All Required	132,300.00
SFO #3 (Final Estimated Costs)	All Required	43,500.00
SFO #4 (Final Estimated Costs)	All Required	55,800.00
SFO #5 (Final Estimated Costs)	All Required	20,200.00
	Subtotal	$262,000.00
	Engineering	2,400.00
	Total	$264,400.00

Length of Project----------------- 0.0 mile

Summary of Funds

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 100.00	$ 100.00
Pavement Marking	264,400.00	234,400.00
Total	$264,500.00	$264,500.00

Group 1 100%
Prefix: 37-1055
Prefix: 37-1997

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-153	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-17-83	State Oregon County Clackamas Project No. HES-9674(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 1.3 mi. N.E. of Jennings Lodge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3/1/82	0.152
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 16,500.00	FEDERAL FUNDS $ 14,850.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Acting Program Section Manager
(Title)
X~~XX~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JAN 17 1[illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon January 13, 1983

Federal-Aid Project
No. HES-9674(4)

Dagmar Rd.-Webster Rd. Section
County Road in Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$16,500.00
		$16,500.00

Length of Project ----------- 0.152 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 16,500.00	$ 14,850.00	$ 1,650.00
Retain in Program Right-of-Way	6,500.00	5,850.00	650.00
Retain in Program Contract Work	147,000.00	132,300.00	14,700.00
TOTAL	$170,000.00	$153,300.00	$17,000.00

Group 1 100%
Prefix: 203-1916

DATE: June 20, 1985

TO: Oregon Transportation Commission

CON 5

ORIGINAL SIGNED BY ORIGINAL SIGNED
DUANE O. CHRISTENSEN

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Dagmar Rd.-Webster Rd. Section
Jennings Avenue, Clackamas County
Contract No. 9779

This federal aid hazard elimination project has been completed and it is now apparent that the final cost will exceed the project authorization by $24,600 or twelve percent.

Several change orders were required to accomplish necessary work which was not contained in the plans for the project. This extra work included demolition and removal of a building, drainage and reinforcement of a weak embankment slope, importation of borrow material to augment a shortfall of material on the job, revision of stage construction plans to expedite construction, and reconnection of sanitary sewers disturbed by construction. These changes added more than $19,000 to the cost of the project.

A large part of the overrun was due to increased cost of construction engineering required to properly monitor, inspect and document the added work and revisions required to complete the project.

There are sufficient funds available in the category of work and all the increase, except $17,200.00, is eligible for federal participation.

I recommend that the authorization be increased by $24,600.00 to a new total of $225,684.55. This matter will be on the consent calendar for the June 20 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: June 4, 1985

FROM: L. D. Fredrickson
for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Dagmar Rd.-Webster Rd. Section
Jennings Avenue, Clackamas County
Contract No. 9779

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A large part of the overrun was due to increased cost of construction engineering required to properly monitor, inspect and document the added work and revisions required to complete the project.

There are sufficient funds available in the category of work and all the increase, except $17,200 , is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $24,600. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Gary Kennen
B. M. Walton
D. L. Trout

RECEIVED
STATE HWY ENGR
JUN 5 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Dagmar Road-Webster Road
WEEK ENDING: May 18, 1985
SECTION PREFIX: 203-1064
HIGHWAY: Jennings Avenue
COUNTY: Clackamas
NAME OF JOB: Dagmar Road - Webster Road
KIND OF WORK: Grading and Paving
CONTRACTOR: Columbia Pacific Construction
CONTRACT NUMBER: 9779
FEDERAL AID PROJECT NUMBER: HES-9674(4)
DATE OF CONTRACT: May 8, 1984
DATE WORK STARTED: May 15, 1984
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 120
CALENDAR DAYS USED: 155
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 129
PROJECT AUTHORIZATION: $ 201,084.55
EXCLUSIVE OF ENGINEERING: $ 185,139.52
ENGINEERING AUTHORIZATION: $ 15,945.
This Week 200.
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 181,388.92
ENGINEERING COST TO DATE: $ 44,400.
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 2.0 %
PERCENT OF AUTHORIZATION: 278 %
DATE PROJECT WAS COMPLETED: April 15, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,040CY	3200 Ton			950 Ton
TOTAL QUANTITIES CORRECTED TO DATE	2,262CY	2824 Ton			949 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,262CY	2824 Ton			949 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Conc. Walls	Guard Rail	Drive ways	Curbs	Seed & Mulch			
PERCENT	100	100	100	100	100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Clear			
MONDAY 13	Overcast			
TUESDAY 14	Cloudy			
WEDNESDAY 15	Clear			
THURSDAY 16	Clear			
FRIDAY 17	Clear			
SATURDAY 18				

CE F CAE ---- RECEIVED LS ---- TC ----
COE ---- OM ---- SA ---- CC ----
OE ---- MAY 21 1985 FE ---- CP ----
CA ---- PQC ----
CAM ---- CONSTRUCTION QCS ----
EEO ---- SECTION FILE ----

CONT. NO: 9779 **GENERAL DESCRIPTION OF ACTIVITIES FOR [illegible] WEEK**

DATE: 5-18-85

SUNDAY	12	No activity.
MONDAY	13	No activity.
TUESDAY	14	No activity.
WEDNESDAY	15	Paved driveway on west side of Jennings Ave.
THURSDAY	16	No activity.
FRIDAY	17	No activity.
SATURDAY	18	

REMARKS

STATUS: Project work completed. Semi-final and Third Notification submitted.

FINAL REPORT

VISITORS: None.

NEXT WEEK: No activity.

SIGNED Gary Kennen LOCATION Portland

Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP77216

9779

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 13, 1985

In Reply Refer to
File No.:
CON 5

Columbia Pacific Construction Co.
P. O. Box 907
Lake Oswego, OR 97034

Time Extension Request
Dagmar Road-Webster Road
FAP No. HES-9674(4)
Contract No. 9779

Your request for additional contract time in which to complete work on the project noted above has been very carefully reviewed.

A contract time adjustment of an additional 34 calendar days is granted due to the extra work not anticipated in the original design.

The adjusted contract time of completion for this project is 154 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:mk

bc:	C. O. Fredrickson	
	Marion Craft	w/att.
	Gary Kennen	w/att.
	FHWA	w/att.
	Bruce Walton	

TE/167

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: May 8, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: DAGMAR ROAD-WEBSTER ROAD
Contract 9779

CE__ CAE__ RECEIVED LS__ TC__
COE__ OM__ SA__ CC__
OE__ MAY 09 1985 FE__ CP__
CA__ POC__
CAM__ CONSTRUCTION QCS__
EEO__ SECTION FILE__

Attached is a contractor's request for adjustment of contract time. Also enclosed is Gary Kennen's letter in which he outlines pertinent information to the contract, and gives a good description of the events that happened in the contract to cause the project overrun. I agree with Gary's conclusions and his analysis and recommend that we grant the 34 days the contract overran.

5-10-85
I concur w/Region
O B Jackmond

copy to { W. E. Schwartz
Marion Craft
Gary Kennen

MC/gw
Attachment
cc Gary Kennen

9779

STATE OF OREGON

Contract Payments 378-6594 CON 5

INTEROFFICE MEMO

TO: H. H. Patterson
Construction Office Manager

DATE: September 26, 1984

B. M. Walton by mk

FROM: B. M. Walton
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

HES

Contract 9779, Work Completed September 15, 1984

Project Dagmar Rd.-Webster Rd.

Highway Jennings Avenue

County Clackamas

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date 2-24-86

Construction Office Manager

BMW:mk

cc: J. B. Boyd
Dave Canfield
Don Harwell ✓
Jack Sullivan
George Strawn
Don Wackerbarth
E. L. Hardt
Bob Oaks

CPC/FM1

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
FEB 25 1986
REFER TO Zehner
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

MKS
E CK
DD

Contains Recycled Materials

9779

May 30, 1984

Columbia Pacific Construction Co.
P. O. Box 907
Lake Oswego, OR 97034

CON 5
#9779

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9779 for work on the Dagmar Road-Webster Road Section of Jennings Avenue in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah, Suite 1201
Portland, OR 97232

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Jan Peterson
E. L. Hardt
Gary Kennen

COLUMBIA PACIFIC
CONSTRUCTION CO.
P.O. BOX ~~1844~~ 907
LAKE OSWEGO, OR 97034
635-3774

April 13, 1984

#9779

Office of Commission Services
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Gentlemen:

We will be subcontracting with Arrow Brothers Corp, Lady's Construction Co., and Aichele Landscaping Inc. for the Dagmar Rd - Webster Rd project. Listed below are the item amounts and the percentage for this project.

DBE's

Arrow Brothers Corporation -- Furnish and Install

5.	Temp Guardrail	950 lf	4.50/lf	$4275.00
25.	Guardrail 2A	538 lf	10.50/lf	$5649.00
26.	Guardrail anchors	6 ea	300/ea	1800.00
27.	Rail end pieces	6 ea	80/ea	480.00
31.	Delineators type 2	18 ea	19/ea	342.00
32.	Delineators type 4	6 ea	11/ea	66.00
35.	Single Mail box Sup	10 ea	100/ea	1000.00
				$13612.00 = 7.8%

WBE's

Lady's Construction Co. -- Furnish and Install

3.	Temp signs	181 sf	8.50/sf	$1539.00
4.	Temp barricades	5 ea	57/ea	285.00
				$1824.00 = 1.0%

Aichele Landscaping Inc. -- Subcontractor

36.	Roadside Seeding	1 ac	1100/ac	$1100.00 = .6%

TOTAL DBE: 7.8%
TOTAL WBE: 1.6%

RECEIVED
APR 16 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Very truly yours,

Linda Steingraber

Linda Steingraber
Office Manager

cc Kay Irvin

7777

April 16, 1984

Winston W. Kurth
Department of Environmental Services
Clackamas County
902 Abernathy Road
Oregon City, OR 97045

PRO

Dear Mr. Kurth:

On April 12, 1984 we received a satisfactory bid from Columbia Pacific Construction Corporation, P.O. Box 4465, Lake Oswego, Oregon for the Dagmar Road-Webster Road Section of Jennings Avenue.

The Preliminary Engineering, Construction-Finance Agreement No. 7603 requires the County to deposit its share of the project costs at this time. The County share is computed as follows:

Contractor's Bid		$173,257.00
Anticipated Additional Items:		
Permanent Pav't. Striping	$1,700.00	
Temporary Pav't. Striping	800.00	
Temporary Erosion Control	1,000.00	
Traffic Markers	400.00	3,900.00
SUBTOTAL		$177,157.00
Contingencies (4-1/2%)		7,972.52
Engineering (9%)		15,945.03
TOTAL CONSTRUCTION COST		$201,084.55
R/W COST		63,490.00
PRELIMINARY ENGINEERING COST		29,160.00
TOTAL COST		$293,734.55
Less Federal Funds		264,361.10
COUNTY SHARE		$ 29,373.45
Rounded		29,370.00

Please submit your $29,370, which should arrive not later than May 4, 1984 using one of the three options for payment described in the attachment.

Very truly yours,

Deposit Rec'd LGIP
5-4-84
RLD

Gary A. Potter, Manager
Program Section

RLD:rw
Attachment

bcc: W/AD #84-28: Wayne Schulte, Metro Region
V. E. Skoog-Please return completed AD #84-28 when deposited.

9779 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9674(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20047

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/21/84

8. FEDERAL ROUTE NUMBER FAU 9674

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Dagmar Road - Webster Road

11. GENERAL DESCRIPTION OF WORK
Grading and paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 3/14/84

13. REMARKS

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO Potter
FOR
Info Invest R/D D/R Sign Act File

orig wh add. 3/30

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost effective.

Mr. Potter's 3/19/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $215,969. Regular Federal-aid matching ratio, appropriation code 141 in amount of $194,372 and increased Federal share (P.L. 97-424 Section 145) appropriation code 14M in amount of $21,597.

A signed copy of the Title Sheet is returned herewith.

14. DATE 3/21/84

15. SIGNATURE OF APPROVING OFFICIAL Robert B Hathaway

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Section *Dagmar Rd. - Webster Rd.* Programming

Highway *Jennings Ave.* Project Length *0.21 mile*

9779

County *Clackamas* Completion Time *80 Calendar days*

Kind of Work *Grading & Paving* *3-1-...1* Est. Comp. Date *8-1-84*

Prefix *203-1916-921* Letting Date *April 12, 1984* Project No. *HES-9674 (4)*

RECV'D 3/9/84 @ 2:00PM JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ *186,371 50* *321*

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	*1700 00*	
Temporary Pavement Striping.	*800 00*	
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	*1000 00*	
State Furnished ____		$ *3900 00*
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages.		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Traffic Markers (Buttons)	*400 00*	
. . . .		
. . . .		
. . . .		
. . . .		
Adjust Utilities:		
. . . .		
. . . .		
Subtotal		$ *190,271 50*
Contingencies (4-1/2%)		*8562 22*
Engineering (8, [✓ 9], 10%)		*17,124 44*
Subtotal		$
Credit for ____		
Estimated Net Authorization, Construction		$ *215,958 16*

APPROVED

____
Road Design Engineer

Rec'd 3-12-84, copy to Wayne Schulte

RhW

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Dagmor Rd. — Webster Rd.		COUNTY Clackamas		SHEET 1 OF 2	
KIND OF WORK Grading & Paving	KEY NUMBER	LENGTH 0.21 Mile	DATE 3-6-84	NAME VINCENT	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1.	Mobilization		Lump Sum	All	–	15,000^{00}
2.	Temporary Protection and Direction of Traffic		Lump Sum	All	–	4,200^{00}
3.	Temporary Signs		Sq. Ft.	181	6^{00}	1086^{00}
4.	Temporary Barricades		Each	5	80^{00}	400^{00}
5.	Temporary Guard Rail, Type 1, Reflectorized		Lin. Ft.	950	10^{00}	9,500^{00}
6.	Flagmen		Hour	400	15^{00}	6000^{00}
	ROADWORK					
7.	Clearing and Grubbing		Lump Sum	All	–	5,000^{00}
8.	Removal of Structures and obstructions		Lump Sum.	All	–	1,000^{00}
9.	General Excavation		Cu. Yd.	4070	5^{75}	23,402^{50}
10.	Trench Excavation		Cu. Yd.	320	5^{00}	1,600^{00}
11.	Finishing Roadbed and Slopes		Lump Sum	All	–	4000^{00}
12.	Structure Excavation		Cu. Yd.	95	10^{00}	950^{00}
13.	Aggregate Base		Ton	3200	8^{00}	25,600^{00}
14.	Class "C" Asphalt Concrete		Ton	950	29^{00}	27,550^{00}
15.	Concrete in Walls		Cu. Yd.	85	200^{00}	17,000^{00}
16.	Reinforcement in walls		Lb.	1300	0^{60}	780^{00}
17.	12-inch Culvert Pipe		Lin. Ft.	114	10^{00}	1140^{00}
18.	12-inch Sewer Pipe		Lin. Ft.	603	12^{00}	7236^{00}
19.	15-inch Sewer Pipe		Lin. Ft.	135	15^{00}	2025^{00}
20.	24-inch Sewer Pipe		Lin. Ft.	164	25^{00}	4100^{00}

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Dagmar Rd.—Webster Rd.		COU. Clackamas		SHEET 2 OF 2
KIND OF WORK Grading & Paving	KEY NUMBER	LENGTH 0.21 Mile	DATE 3-6-84	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
21.	Extra for Pipe Under Pavement		Lin. Ft.	22	15^{00}	330^{00}
22.	Concrete Inlets, Type "CG-2"		Each	8	350^{00}	2800^{00}
23.	Concrete Inlets, Type "D"		Each	1	500^{00}	500^{00}
24.	Concrete Inlets, Type "G-2M"		Each	1	500^{00}	500^{00}
25.	Guard Rail, Type 2A		Lin. Ft.	538	14^{00}	7532^{00}
26.	Guard Rail Anchors, Type 1		Each	6	275^{00}	1650^{00}
27.	Rail End Pieces, Type "C"		Each	6	85^{00}	510^{00}
28.	Concrete Driveways		Sq. Yd.	390	14^{00}	5460^{00}
29.	Concrete Curbs		Lin. Ft.	880	4^{00}	3520^{00}
30.	Extra for Asphalt Approaches		Each	12	175^{00}	2100^{00}
31.	Delineators, Type 2		Each	18	20^{00}	360^{00}
32.	Delineators, Type 4		Each	6	15^{00}	90^{00}
33.	Adjusting Manholes		Each	3	150^{00}	450^{00}
34.	Reconstructing Concrete Manholes		Each	2	500^{00}	1000^{00}
35.	Single Mailbox Supports		Each	10	100^{00}	1000^{00}
36.	Roadside Seeding and Mulching		Acre	1	1000^{00}	1000^{00}

734-1736 (REV. 2-84)

9777

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

2-9-84

Highway # 1303
Clackamas Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. HES-9674(4) Prefix 203-2539

Project Name Dagmar Rd - Webster Rd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
[illegible]
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 7th day of March, 1984

County of ______

County ~~Judge~~/Chairman

______
Commissioner

Ralph Groener
Commissioner

Certified By:
Kenneth W Rolfe
Regional Right-of-Way Supervisor
Date 3-13-84

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

G

7777

Section *Dagmar Rd. - Webster Rd.* Programming Estimate $ *147,000*

Highway *Jennings Ave.* Project Length *0.21 mile*

County *Clackamas* *11-2[illegible] 83* Completion Time *120 CWD*

Kind of Work *Grading & Paving* Est. Comp. Date *6-29-84*

Prefix *203-1916* Letting Date ~~*Dec. 15,*~~ *1983* *Jan 19,* Project No. *HES-9674(4)*

RECV'D W/[illegible] @ 2:50 PM

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ *192,212 50*

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	*1,700 00*	
Temporary Pavement Striping.	*800 00*	
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	*1,000 00*	
State Furnished ________		
Roadside Seeding & Mulching		$ *3,900 00*
Asphalt Cement Adjustment.		
On the Job Trainees ($0.80 x _____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Traffic Markers (Buttons)	*400 00*	
________		
________		
________		
________		
Adjust Utilities:		
________		
________		

Subtotal	$ *196,112 50*
Contingencies (4-1/2%)	*8,825 06*
Engineering (8, [✓ 9,] 10%)	*17,650 13*
Subtotal	$
Credit for ________	
Estimated Net Authorization, Construction	$ *222,587 69*

APPROVED *OK*

Rec'd 11-21-83
RHD

____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section Dagmar Rd. – Webster Rd.				Co Clackamas		Sheet 1 of 2
Kind of Work Grading & Paving				Length 0.21 mile	Date 9-22-83	Name McGill

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	COST ANALYSIS UNIT. 26 Sept 83 THIS ENGINEERING ESTIMATE IS PRICED FOR [illegible] 12-15-83					
	Mobilization		Lump Sum	All	Lump Sum	15,000
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	4,200
	Temporary Signs		Sq. Ft.	181	6	1,086
	Temporary Barricades		Each	5	80	400
	Temporary Guard Rail, Type 1, Reflectorized		Lin. Ft.	950	10	9,500
	Flagmen		Hour	400	15	6,000
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	5,000
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,000
	General Excavation		Cu. Yd.	4,070	5^{75}	$23,402^{50}$
	Trench Excavation		Cu. Yd.	320 ~~240~~	5^{00}	1,600
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	4,000
	Structure Excavation		Cu. Yd.	250	7^{00}	1,750
	Aggregate Base		Ton	3200 ~~3160~~	8^{00}	25,600
	Class "B" Asphalt Concrete		Ton	950 ~~925~~	29^{00}	27,550

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section Danmar Rd. - Webster Rd.	County Clackamas	Sheet 2 of 2	
Kind of Work Grading & Paving	Length 0.21 mile	Date 9-22-83	Name McGill

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete in Walls		Cu. Yd.	120	185	22,200
	Reinforcement in Walls		Lb.	1,600	$0^{\underline{60}}$	960
	12-inch Culvert Pipe		Lin. Ft.	114 ~~138~~	10	1,140
	12-inch Sewer Pipe		Lin. Ft.	603 ~~648~~	12	7,236
	15-inch Sewer Pipe		Lin. Ft.	135 ~~58~~	15	2,025
	24-inch Sewer Pipe		Lin. Ft.	164	24	3,936
	Extra for Pipe Under Pavement		Lin. Ft.	22	15	330
	Concrete Inlets, Type "CG-2"		Each	8 ~~7~~	350	2,800
	Concrete Inlets, Type "D"		Each	1	500	500
	Concrete Inlets, Type "G-2M"		Each	1	500	500
	Guard Rail, Type 2A		Lin. Ft.	538 ~~450~~	14	7,532
	Guard Rail Anchors, Type 1		Each	6 ~~4~~	275	1,650
	Rail End Pieces, Type "C"		Each	6 ~~4~~	85	510
	Concrete Driveways		Sq. Yd.	390 ~~415~~	14	5,460
	Concrete Curbs		Lin. Ft.	880 ~~800~~	4	3,520
	Extra for Asphalt Approaches		Each	~~9~~ 11	175	1,925
	Adjusting Manholes		Each	3	150	450
	Reconstructing Concrete Manholes		Each	2	500	1,000
	Single Mailbox Supports		Each	10	100	1,000
	Roadside Seeding and Mulching		Acre	1	1000	1,000
	Delineators, Type 2		Each	18	20	360
	Delineators, Type 4		Each	6	15	90

734-1736 (8-81)

1779

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Clackmas Co.

SECTION: Dagmar Road - Webster Road

REGION: Metro

SURVEY AUTHORITY

AUTHORIZATION NO.: 2

PREFIX: 203-1916

DATE: 10-11-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 12,000	915 AUDITS	$	$ --	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		100	934 GEOLOGY		
903 LOCAL GOVERNMENT		500	918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		6,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		800	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		50	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		3,200	923 ENVIRONMENTAL SECTION		200	950 TRAINING		100
910 REGION GEOLOGIST		700	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		300	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		400	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 28,700
PREVIOUS AUTHORIZATION		$ 16,500
ADD. AUTH. REQUIRED		$ 12,200

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: HES 9674(4)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate.

RECEIVED
OCT 19 1983
ROAD DESIGN SECTION

Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Weberlig

Do Not File ☐
Return To
Bring Up ..../....
Action

Bring-up

PREPARED BY Donald Berg, Cost & Records Spec	DATE 10-11-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/12/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X for	DATE 10-11-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 3-1-82 10-3-83	

734-1914 (7-82)

rl1 9779

p

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9674(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20047

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/3/83

8. FEDERAL ROUTE NUMBER FAU 9674

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Dagmar Road - Webster Road

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See Below

13. REMARKS

As requested in Mr. Swan's letter of 9/27/83 I approve the revised Preliminary Engineering Costs to a TEC of $28,700 Federal Funds $25,830.

(Increase TEC $12,200 Federal Funds $10,980)

RECEIVED
STATE HWY ENGR
OCT 7 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
10/7

14. DATE 10/3/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9779

2-14-83

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Gravity Retaining Wall Details
2B	Summary & Details
2C	Stage Construction, Temp. Protection
2C-2	And Direction Of Traffic
2D	Pipe Data
3	Plan & Profile

STATE OF

DEPARTMENT OF T

STATE HIGHWA

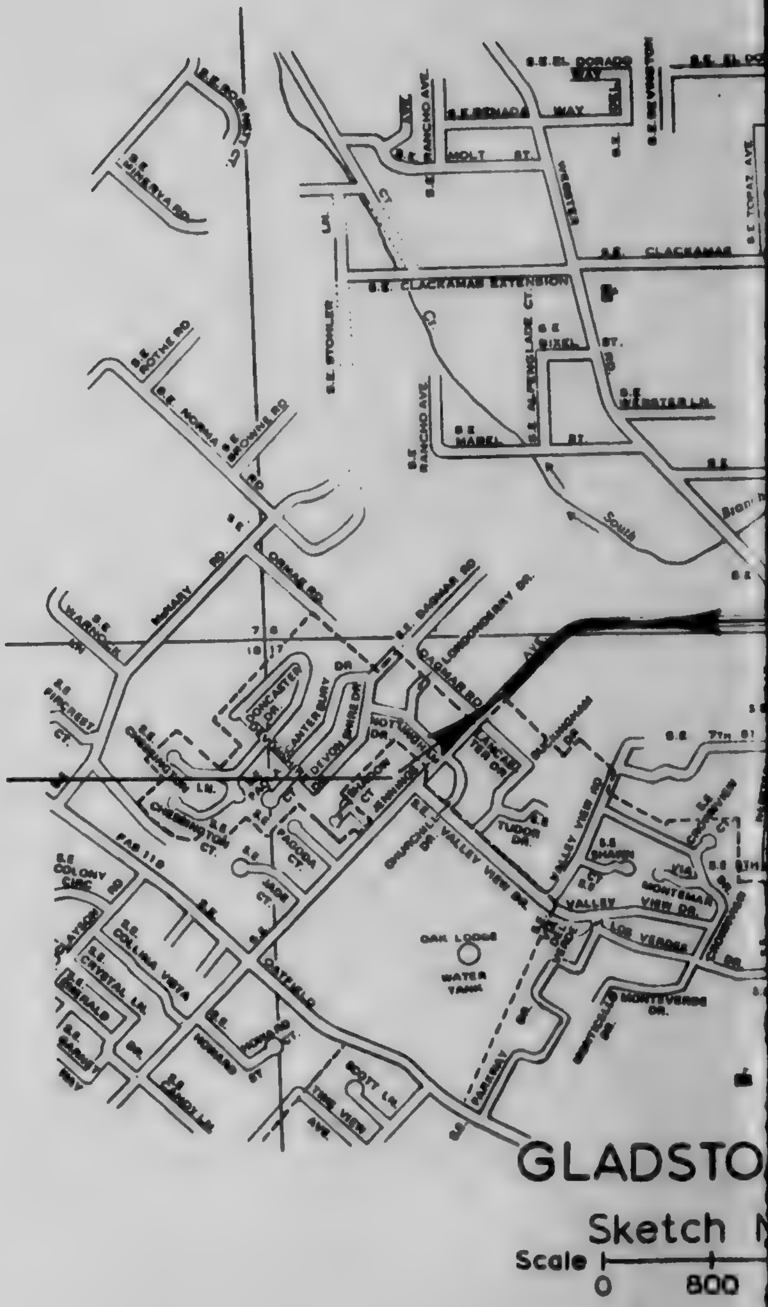
PLANS FOR PROPOS

DAGMAR RD. – WE

JENNINGS

CLACKAMAS

BEGINNING OF PROJECT
Sta. 5+00


S.E. MINERVA RD.
S.E. ROTHE RD.
S.E. NORMA RD.
S.E. BROWNE RD.
S.E. STOWLER LN.
S.E. RANCHO AVE.
S.E. MOLT ST.
S.E. EL DORADO WAY
S.E. CLACKAMAS EXTENSION
S.E. CLACKAMAS
S.E. TOPAZ AVE.
S.E. DIXEL ST.
S.E. MABEL ST.
S.E. WEBSTER LN.
South
S.E. ORMAE RD.
McNARY RD.
S.E. WARNOCK DR.
S.E. DAGMAR RD.
LONDONDERRY DR.
DAGMAR RD.
S.E. FIRCREST CT.
DONCASTER DR.
CANTERBURY DR.
DEVONSHIRE DR.
NOTTINGHAM DR.
JENNINGS
LANCASTER DR.
BUCKINGHAM LP.
S.E. CHERRINGTON CT.
FAR 119
S.E. PAGODA CT.
JADE CT.
S.E. COLONY CIRC.
S.E. COLLINA VISTA
S.E. CRYSTAL LN.
S.E. OATFIELD
S.E. HOWARD ST.
SCOTT LN.
TIMBER VIEW AVE.
CHURCHILL DR.
VALLEY VIEW DR.
TUDOR DR.
VALLEY VIEW RD.
S.E. 7TH ST.
MONTEMAR VIEW DR.
LOS VERDES DR.
MONTEVERDE DR.
OAK LODGE WATER TANK
PARKWAY
GLADSTO
Sketch M
Scale
0
800

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

S FOR PROPOSED PROJECT

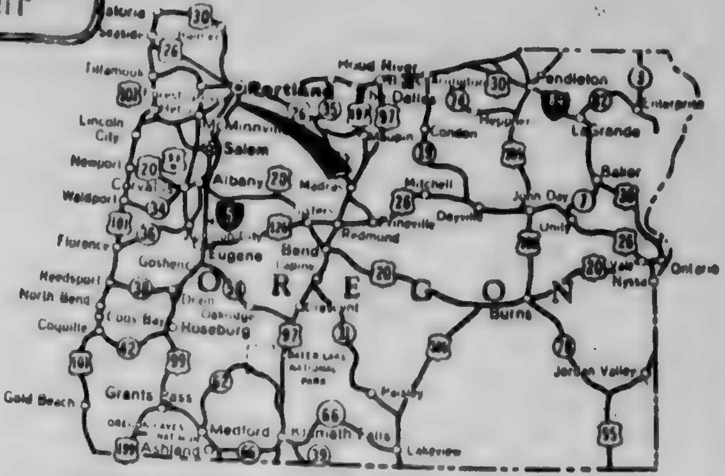
Length 1100'

PRELIMINARY COPY
JAN 28 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

DAGMAR RD.~WEBSTER RD. SEC. JENNINGS AVE. CLACKAMAS COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HES

L – WEBSTER RD. SEC.
JENNINGS AVE.
CLACKAMAS COUNTY

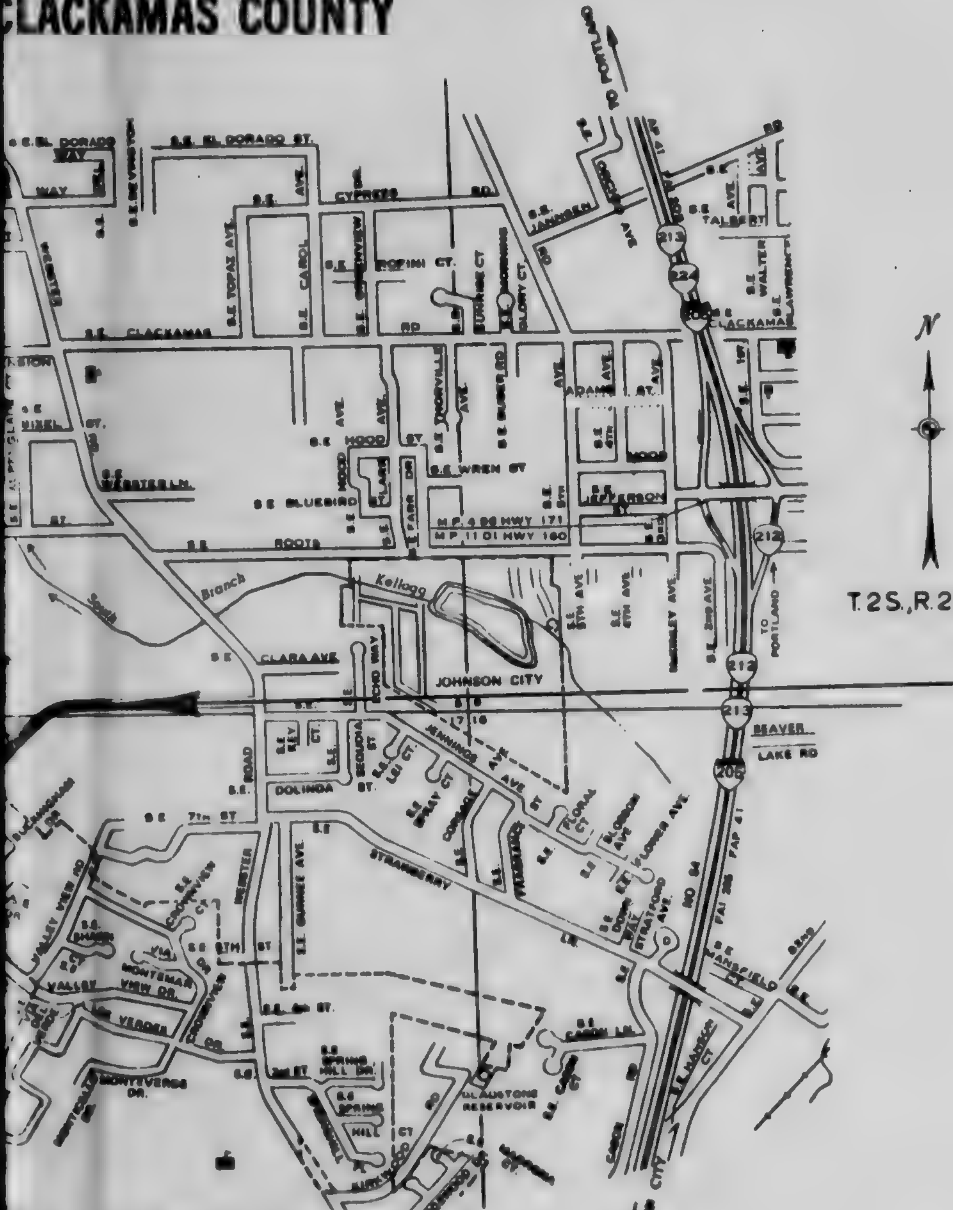

Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
Enterprise
La Grande
Lincoln City
Salem
Newport
Corvallis
Albany
Madras
Condon
Baker
Waldport
Mitchell
John Day
Florence
Eugene
Bend
Redmond
Prineville
Reedsport
North Bend
Coos Bay
Roseburg
Burns
Nyssa
Ontario
Coquille
O R E G O N
Gold Beach
Grants Pass
Medford
Klamath Falls
Lakeview
Ashland
Jordan Valley

APPROVED AS NOTED

For Clackamas County

Date Feb 14, 1983

PRELIMINARY COPY
SUBJECT TO CHANGE


TO PORTLAND
S.E. EL DORADO ST.
S.E. CLACKAMAS
S.E. HOOD ST.
S.E. WREN ST.
S.E. BLUEBIRD
S.E. WEBSTER LN.
S.E. ROOTS
M.P. 4.86 HWY 171
M.P. 11.01 HWY 160
S.E. JEFFERSON ST.
Kellogg
South Branch
S.E. CLARA AVE
JOHNSON CITY
JENNINGS AVE
DOLINDA
S.E. 7th ST.
STRAWBERRY
WEBSTER
BEAVER LAKE RD
GLADSTONE RESERVOIR
TO OREGON CITY
TO PORTLAND
212
224
213
205
N
T.2S.,R.2E.

END OF PROJECT
Sta. 16+00

GLADSTONE

Sketch Map

Scale 0 800 1600 Feet

4478 OCT 30 1980 H. S. COULTER

4552 MAY 13, 1980 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER — DATE

9779

P

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: January 26, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Program Change
Project No. HES-9674(4)
Dagmar Rd.-Webster Rd. Section
Clackamas County

I request your approval of a program change to increase the estimated total cost and Federal funds for the right-of-way on the subject project as indicated in the enclosed memo of January 24, from Don Aman.

Approval of this request will require revisions in financing as follows:

Work	Total Cost	Federal Funds
P.E.	$ 16,500	$ 14,850
R/W	90,000	81,000
Const.	147,000	132,300
TOTAL	$253,500	$228,150

I further request authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $90,000 with an obligation of $81,000 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed copy of right-of-way map 1R-4-794 and does not involve relocation assistance.

CL:bks
Enc.
cc: J. Boyd
D. Aman
R. Bladorn
E. Mershon
General Files

Form 734-3122

7779

Clackamas Co.

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

December 21, 1982

J. H. Versteeg
Road Design Engineer

Files 53212 through 53223
Dagmar Road-Webster Road Section
Jennings Ave.
Clackamas County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 22 1982
ROAD DESIGN SECTION

Do Not File
Return To
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Action

Attached are descriptions (12 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal first quarter of 1984.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9779

P

AGR

TITLE II

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe
Regional R/W Supervisor

DATE: December 17, 1982

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: AGR 219
Misc. C&A 7603
Dagmar Road-Webster Rd. Section
of Jennings Avenue
Clackamas County

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attached is an original for the County and a copy for your files of the subject agreement.

AE
mp

Attach.

cc: Ed Hardt, w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. ~~Serv., w/orig.~~
Title, w/c
Description, w/c

1-7-83
adele - has this been reported

[illegible] 13 [illegible] Feb

noted in [illegible]

81-125-1307

9779 [illegible]. Co.

ROAD DESIGN SECTION 378-6558

DES 16

Leonard L. Wallace
Assistant Bridge Engineer

November 2, 1982

D. N. Stoudenmeyer
Design Supervisor

Dagmar Rd.-Webster Rd. Section
Jennings Avenue
Clackamas County

Versteeg
Anderson
Adams
Sullivan
Turpin
Trout

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ROAD DESIGN SECTION

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Action

Attached is a roll of X-sections on the subject project which will require retaining walls on three road approaches. These are necessary to reduce the damage to existing yard areas.

Please design appropriate retaining walls for inclusion in the project which is scheduled for March 24, 1983.

DNS:rlr
Attachments

cc: J. C. Vincent

7779 Clackamas

STATE OF OREGON

INTEROFFICE MEMO

FILE: 203-1916

TO: DON ADAMS
Final Design Engineer

DATE: October 26, 1982

FROM: JIM McCLURE
Project Development Engineer

SUBJECT: Dagmar-Webster Road Project
Jennings Avenue
Clackamas County

1 ✓
2
Bob 3

RECEIVED
OCT 2? 1982
ROAD DESIGN SECTION

Do Not File
Refer To
Action

As a follow up to the high cost of right-of-way indicated for this project I requested Ken Rolfe to prepare the new attached estimate. Using this right-of-way cost estimate the project should be in the area of $290,000 total which is within the range of funding based on a benefit cost ratio of 2.5.

Based on this latest information please proceed with your normal review and preparation of right-of-way descriptions for programming right-of-way funds. Please discuss this with Bud George and if you feel any additional information is necessary please advise.

Attachment

cc: Ed Hardt
Curt Duval
Tom Schwab
L. E. George

REFERRED TO
Board — Stoudenmeyer
Mann
Watson W
Dorn
On File
BY FINAL DESIGN ENGINEER

81-125-1367

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Milwaukie, Oregon 97222

DATE October 22, 1982

TO JIM McCLURE ✓
Proj. Dev. Engr.
BUILDING

FROM Kenneth Rolfe
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT Dagmar Road-Webster Road
on Jennings Road
Clackamas County

I have had the right of way cost estimate on this project reviewed because of the obvious discrepancies in the original cost estimate.

The following is the corrected cost estimate for this proposed project:

Land, Improvements & damages	=	$45,000
Relocation	=	0
Incidental Expenses	=	2,000
Acquisition costs & condemnation	=	25,000
TOTAL	=	$72,000

KR:kf

cc E.J. Dunn
J.B. Boyd

9779

Clackamas Co

STATE OF OREGON

HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

LOC 17
203-1916

TO: Ed Hardt
Metro Region Engineer

DATE: October 21, 1982

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Dagmar Road-Webster Road
Jennings Avenue
Clackamas County
Prefix 203-1916

Versteeg ✓
Anderson
Adams
[illegible]
Sullivan
Terpin
[illegible]
Walering

RECEIVED
OCT 22 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Attached is a copy of Notice 81-1 effective November 1, 1981 and a copy of a supplemental letter dated September 21, 1982 from John C. Jenkins.

The survey you have submitted for the above-named project does not comply with the requirements as stated in the Notice.

Please see that these requirements are fulfilled, and that the results are submitted to the Final Design Section.

FET:PL:ja

Attachments

cc J. H. Versteeg w/attachments
D. R. Adams "

Contains Recycled Materials

GON STATE HIGHWAY DIVISION

NOTICE

NUMBER: 81-1
Page 1 of 1
EFFECTIVE DATE: November 1, 1981
CANCELLATION DATE: Further Notice

OFFICE Technical Services Branch
Issued By (SIGNATURE)
Assistant State Highway Engineer
(TITLE)

DISTRIBUTION:
Materials Section
Construction Branch
Region Engineers
Resident Engineers

SUBJECT Soil and Water pH and Resistivity Testing at Culvert Installation Sites

General:

Soil and water pH and resistivity are environmental factors generally considered to play a significant role in determining corrugated metal culvert durability.

Purpose:

To establish a procedure to measure soil and water pH and resistivity at each proposed culvert installation site where corrugated metal pipe would be an option (alumimum alloy, aluminum-coated steel, or galvanized steel).

Instructions:

During the location field survey, soil samples will be taken of foundation material at each proposed culvert installation site where the use of metal pipe would be an option. The backfill soil must also be sampled. If there is evidence of corrosion in other metal culverts handling the same stream flow, water samples will be required. This applies to new culvert installations, as well as to the extension of existing culverts. If the foundation soil changes significantly throughout the length of the culvert, or if the backfill material shows evidence of variability, more than one sample of foundation material and backfill material will be required.

All samples will be sent to the Engineering Laboratory in Salem for testing. A sample should weigh at least 50 pounds and may be submitted in either a heavy plastic or canvas bag. The sample data sheet should show the station, anticipated culvert size, whether the material is for foundation or backfill, and any appropriate comments about the condition of metal culverts in the vicinity.

~~FILE: MAT~~
FILE: MAT4-6

ATTACH TO
Notice
No 81-1
From ES Hunter

STATE OF OREGON **INTEROFFICE MEMO**

TO: Edward Hardt
C. O. Fredrickson
Alfred Shirley
Dale D. Allen
Robert D. Hector

DATE: Seprember 21, 1982

From: John C. Jenkins, PE
Engineer of Materials

Subject: Samples for Culvert
Environment Tests

On November 1, 1981, E. S. Hunter issued OSHD Notice No. 81-1 relating to the sampling and testing of soil and water for pH and resistivity at culvert sites.

This notice required that a sample of at least 50 pounds be submitted to the laboratory. This sample size was selected, in our inexperience, to cover all possible soil types, including some pretty rocky ones. We are finding that the majority of samples contain much more material than we need.

In the interest of reducing sampling and shipping costs, we recommend that the standard sample be reduced to 10 to 15 pounds. The amount of material that can be packed into a plastic bag, such as that used for 6 x 12 concrete cylinders, should be adequate. If the soil is very rocky, the large pieces may be removed and 10 to 15 pounds of the smaller material submitted.

gs

cc: E. S. Hunter
W. E. Schwartz
C. T. Keasey
J. H. Versteeg
F. E. Terpin

RECEIVED
SEP 24 1982
LOCATION
SECTION

NOTED
F. E. TERPIN

9779

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9674(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20047

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/1/82

8. FEDERAL ROUTE NUMBER FAU 9674

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Dagmar Road - Webster Road

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work and archeological salvage TEC $16,500 F.F $14,850

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's 2/17/82 letter.

RECEIVED
STATE HWY ENGR
MAR 5 '82
REFER TO Maehrung
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig
3-8

14. DATE 3/1/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9779

P

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

February 17, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 20047
Project No. HES-9674(4)
Dagmar Rd.-Webster Rd. Section
Clackamas County

Attached data consists of PR-1 forms with project maps, Authority for Survey, Title II Request, Collision Diagram, and sketch map.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage as required at an estimated total cost of $16,500 with an obligation of $14,850 in Federal funds.

DRH:bkc
Attachments

cc:	L.E. George	
	E.L. Hardt	(Region 1)
	R.N. Bothman	(Metro)
	Jon Rose	(Metro)
	Earl Mershon	(Metro)
	✓ General Files	

Form 734-3122

9779

February 10, 1982

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7603

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for construction on new alignment of the Dagmar Road-Webster Road Section of Jennings Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachment

bc: Don Harwell (agreement attached)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: October 28, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

Clackamas County has requested a curve realignment project on Jennings Avenue between Dagmar Road and Webster Road.

Construction will be by contract with State Force performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	County Funds
County	Dagmar Rd-Webster Rd Section, Jennings Avenue Clackamas County	$170,000	$153,000	0	$17,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. George
Traffic Engineer

RHB:sh
Attachment

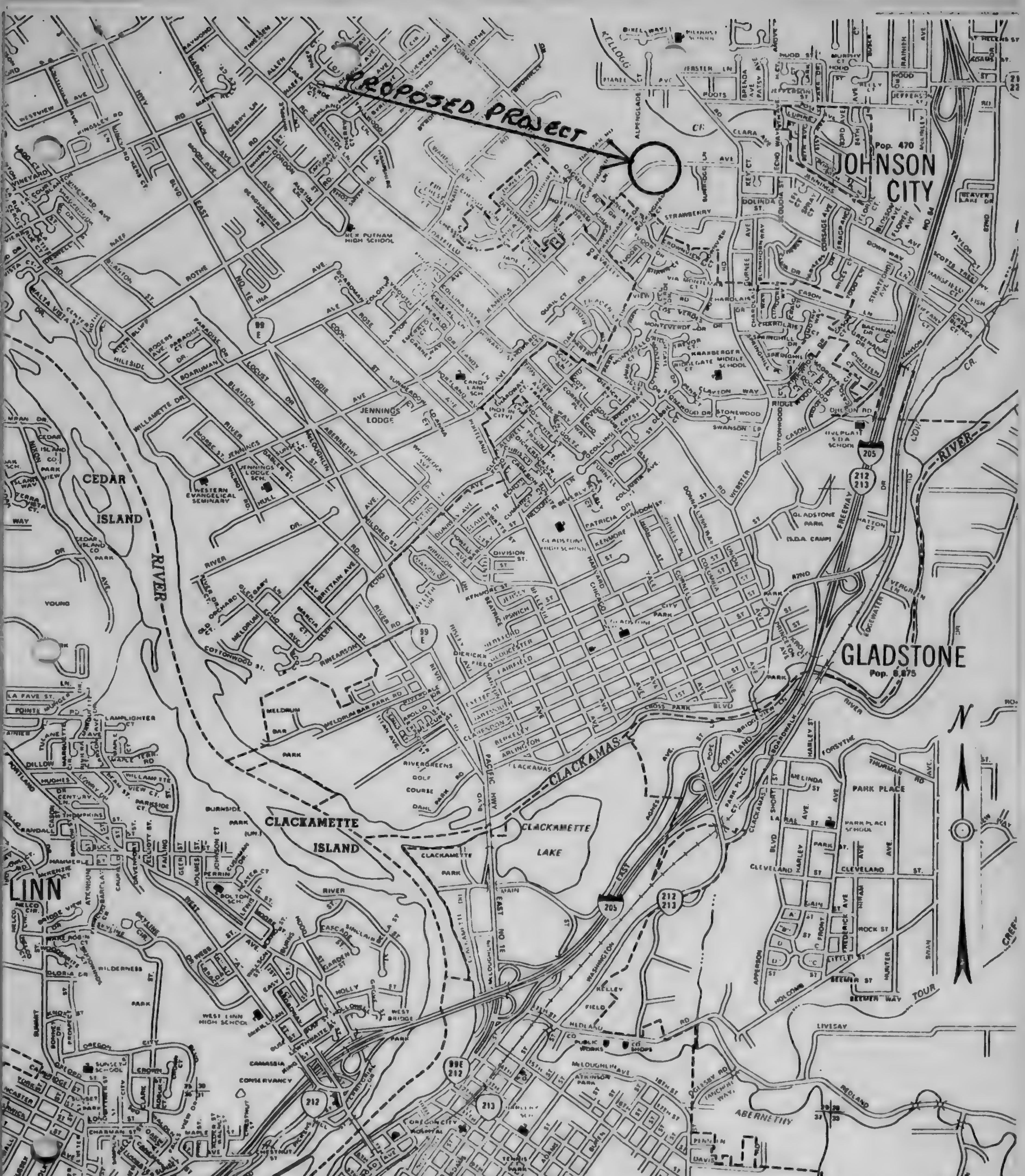
APPROVED:

H S Coulter
State Highway Engineer

DATE: 10/29/81

RECEIVED
STATE HWY ENGR
OCT 29 '81
FOR
Info Inves R/E R/R Sign Act File

orig. to Gormsen
cy George
files


PROPOSED PROJECT
JOHNSON CITY
Pop. 470
GLADSTONE
Pop. 9,875
LINN
CEDAR ISLAND
CLACKAMETTE ISLAND
CLACKAMETTE LAKE
CLACKAMETTE PARK
JENNINGS LODGE
RIVER
CLACKAMAS
N
NEW PUTNAM HIGH SCHOOL
GLADSTONE HIGH SCHOOL
WEST LINN HIGH SCHOOL
WESTERN EVANGELICAL SEMINARY
JENNINGS LODGE SCH.
CANDY LANE SCH.
KRAXBERGER MIDDLE SCHOOL
PARK PLACE SCHOOL
BOLTON SCH.
SUNSET SCHOOL
OREGON CITY HOSPITAL
WILLAMETTE FALLS COMMUNITY HOSPITAL
OGDEN JUNIOR HIGH SCH.
GLADSTONE PARK
RIVERGREENS GOLF COURSE
PARK PLACE
ABERNETHY
FREEWAY
99E
205
212
213
99E 212
WILLAMETTE FALLS SAFETY REST AREA

9759

METRO

METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

February 10, 1982

Mr. D. E. Swan
Oregon Department of Transportion
Transportation Building
Salem, Oregon 97310

Dear Mr. Swan:

Re: Areawide Clearinghouse Review
Dagmar Road - Webster Road (Jennings Avenue)
Metro File #821-3

Circular A-95 Revised of the Federal Office of Management and Budget requires Areawide Clearinghouse review of numerous federally assisted projects. Metro serves as the designated Areawide Clearinghouse for the Portland metropolitan area. The primary purpose of this review is to assure coordination of proposed projects with state, areawide and local plans and policies. This assists the federal agencies to allocate our federal tax dollars in a way that is as consistent as possible with local views.

The proposed project has been reviewed by interested jurisdictions and agencies within the region. It has been determined that the project does not violate any adopted regional plans or policies and appears to be consistent with existing local plans and policies. Therefore, Metro recommends favorable A-95 action on this project.

If we can be of further assistance in processing this matter, feel free to call our A-95 Review Coordinator, Mel Huie.

Sincerely,

Dan LaGrande
Public Affairs Director

1-7-82
BEN GIFFORD

DL:MCH:gl
5262B/D2

9774

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
FEB 3 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT-HWY DIV

PROJECT TITLE: Dagmar Road-Webster Rd

DATE: 2-2-82 ✓

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(M)Engr.: R.N. Bothman
Reg.(1)Engr.: E.L. Hardt
Dis.(2)Engr.: W.W. Geibel

BEN GIFFORD
1-7-82

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820108-014-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVE
JAN 12 1982
DIVISION OF STATE LAN

PNRS STATE REVIEW

Project #: [illegible] -2 Return Date: JAN 29 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

9779

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project HES-9674(-)
Dagmar Road-Webster Road
Jennings Avenue, Clackamas County

Date: January 8, 1982

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

NOTED
E. S. HUNTER

I concur in your classification of this project as Class II, Categorical Exclusion per your December 6, 1981, letter.

Original Signed By
[illegible] R. Arnold

Dale E. Wilken

cc:
OSHD (Reg 1, Env)
✓OSHD (E S Hunter, Tech Svcs)

RECEIVED
TECHNICAL SERVICES
JAN 13 '82
REFER TO
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

(2) 9279

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

January 7, 1982

TO: Executive Department
Federal Aid Coordination Unit

Metropolitan Service District (MSD)
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM: D. E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Dagmar Rd.-Webster Rd.
Highway: Jennings Ave.
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be February 26, 1982.

BLG:bke
Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. M-1 Engr.: R.N. Bothman/E.L. Hardt
Dis. 2 Engr.: W.W. Geibel
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
JAN 7 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Dagmar Rd.-Webster Rd.			
11	12] PROJECT LOCATION—CITY Jennings Ave.	PROJECT LOCATION—COUNTY Clackamas	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The project would cut the crown of the vertical curve and use the excess

06 12] material to help fill the dip in the west grade of the curve. The project [71

07 12] would also realign the roadway slightly to the inside of the curve (south [71

08 12] side) and Type II guardrail would be installed. [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	153,000	----	17,000	----	----	170,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Jan. 7, 1982

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 Feb.	43] DAY [44 26	45] YEAR [46 1982

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Jan. 7, 1982

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

[illegible]EGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

HES-9674(-)

A. Project Identification:

Date January 6, 1981

Section Dagmar Road-Webster Road

City ___ Hwy. No. 1303

Highway Jennings Avenue

Begin M.P. ___ Length 0.2

County Clackamas

Program Estimate $45,000

Region Metro

Funding Source Title II

B. Purpose, Need, and Description of Project (Describe Alternatives): The purpose of the project is to reduce a hazardous horizontal and vertical curve combination on an 800 foot section of Jennings Avenue. This curve area has an extensive history of vehicles losing control and colliding with fixed objects. The project would cut the crown of the vertical curve and use the excess material to help fill the dip in the west grade of the curve. the project would also realign the roadway slightly to the inside of the curve (south side) and Type II guardrail would be installed.

C. Recommended Project Classification:

Project Class		Documentation
___	I	Draft and Final EIS
X	II	Categorical Exclusion
___	III	Environmental Assessment

Other Documentation

- ___ Wetlands Finding/Analysis
- ___ Endangered Species List
- ___ Biologic Assessment
- ___ Cultural Resources Survey
- ___ Section 106 Procedures
- ___ Section 4(f) Evaluation
- ___ Noise Study Report
- ___ Indirect Source Construction Permit

Basis for Recommended Classification:

The project is a minor improvement which will result in a major benefit in terms of safety and reduction of property loss. No significant adverse impacts are identified

---

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No	slight paved
Average Daily Traffic (Volume and Year)	4100 (1980)	6100 (2000)
Alignment (New, Combined, Existing)	Existing	
Speeds (Posted and Estimated)	30	30

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres 0.14 (combination right-of-way and slope easements)
Estimated Number of Parcels 2
Residential Relocation (No.) None
Business Relocation (No.) None
Describe:

2. Estimated Impact on Land Use: Reduce the incidence of damage to adjacent properties caused by out-of-control vehicles.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety: Improved safety

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

A 15 inch alder tree would have to be removed.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

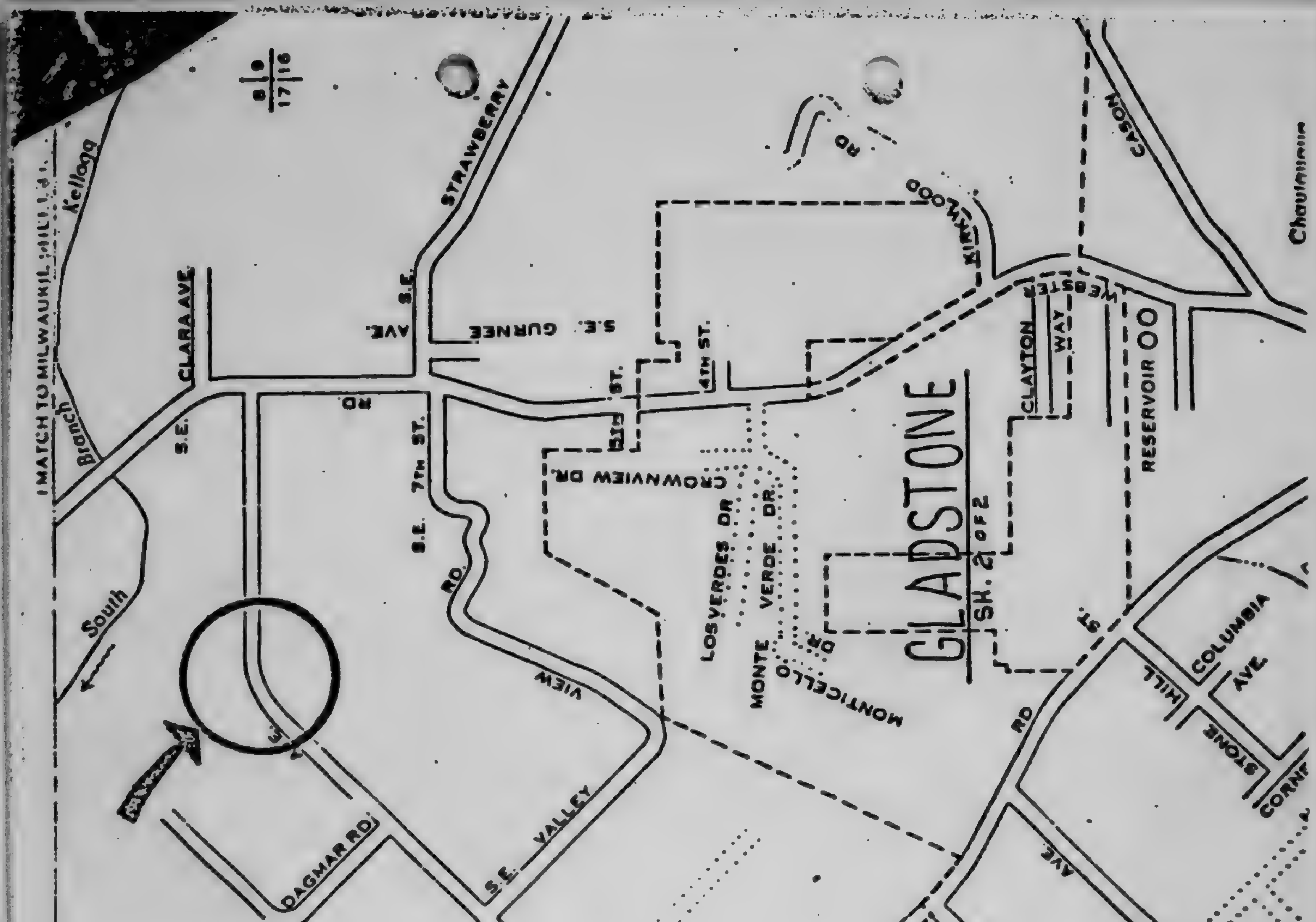
None.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified

Name of Preparer and Phone Number: JEF KAISER 238-7439

(Attach Project Location Map)


MATCH TO MILWAUKIE
Kellogg
Branch
South
8 | 9
17 | 16
S.E. CLARA AVE.
RD.
S.E. GURNEE AVE.
S.E. STRAWBERRY
S.E. 7th ST.
RD.
5th ST.
4th ST.
CROWNVIEW DR.
LOS VERDES DR.
MONTE VERDE DR.
MONTICELLO DR.
RD
KIRKWOOD
WEBSTER
CLAYTON WAY
RESERVOIR
CASON
Chautauqua
GLADSTONE
SH. 2 OF 2
RD
ST.
VIEW
S.E. VALLEY
DAGMAR RD
S.E. JENNINGS
RD
S.E. DAGMAR
S.E. JADE CT.
S.E. PAGODA CT.
ORMAE RD
7 | 8
18 | 17
S.E.
RD
S.E. WARNOCK LN
McNARY
S.E.
CLAYSON RD
S.E. COLLINA VISTA AVE.
S.E. OATFIELD
S.E. HOWARD ST
CANDY LN
S.E. McNARY ST
S.E. ROSE ST
ED ANNA CT.
S.E. HULL
GILL ST.
WOOD
COLUMBIA AVE.
HILL
STONE
CORN
ECHO AVE.
GLEN ECHO LN.
GLEN
DICKERSON RD.
CALDWELL AVE.
PORTLA
ONE SHEET 11
N

9779

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: D. H. Moehring
Project Management Branch

DATE: November 4, 1981

FROM: L. E. George, P.E.
Traffic Engineer

SUBJECT: Proposed Project
Title II Hazard Elimination Program
Dagmar Road-Webster Road Section
Jennings Avenue FAU 9674
Clackamas County

Attached is programing data for a curve realignment project on the subject section.

The project was approved by the State Highway Engineer on October 29, 1981. The proposed work has a favorable benefit/cost ratio.

It will be noted that the County plan shows the use of 6" high raised markers for augmenting the shoulder line striping; this will not be incorporated in final plans for federal funding.

Please secure FHWA authorization for this project and update the PMS.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George, P.E.
Traffic Engineer

RHB:sh
Attachment

cc: F. E. Terpin
G. A. Potter
E. L. Hardt
M. C. Holmes ✓ Agreement needed
Jon Rose

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
NOV 6 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LQ.

9779

STATE OF OREG N
Highway - Traffic

INTE OFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: October 28, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

Clackamas County has requested a curve realignment project on Jennings Avenue between Dagmar Road and Webster Road.

Construction will be by contract with State Force performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	County Funds
County	Dagmar Rd-Webster Rd Section, Jennings Avenue Clackamas County	$170,000	$153,000	0	$17,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

NOTED
L. E. GEORGE

L E George

L. E. George
Traffic Engineer

NOTED
GLEN L. CLARK

RHB:sh
Attachment

APPROVED:

H S Coulter
State Highway Engineer
DATE: 10/29/81

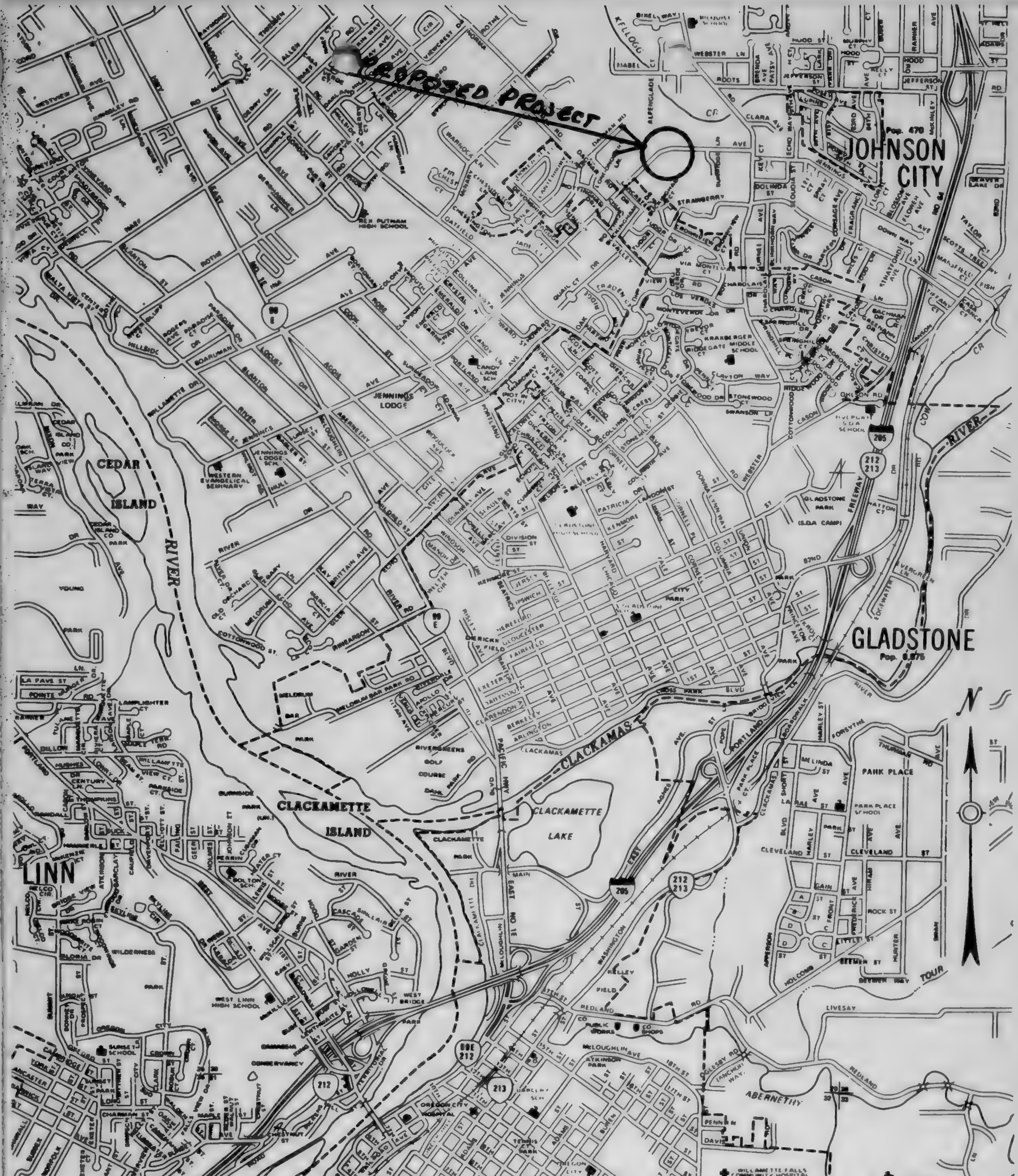
RECEIVED
STATE HWY ENGR
OCT 29 '81
FCA

Info	Inves	R/P		Sign	Act	File

orig. to Gormsen
cy George
files

RECEIVED
OCT 30 1981
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER


PROPOSED PROJECT
JOHNSON CITY
Pop. 470
GLADSTONE
Pop. 9,876
LINN
CEDAR ISLAND
CLACKAMETTE ISLAND
CLACKAMETTE LAKE
CLACKAMAS
RIVER
JENNINGS LODGE
REX PUTNAM HIGH SCHOOL
WESTERN EVANGELICAL SEMINARY
KRAXBERGER MIDDLE SCHOOL
GLADSTONE HIGH SCHOOL
PARK PLACE
PARK PLACE SCHOOL
WEST LINN HIGH SCHOOL
OREGON CITY HOSPITAL
OREGON CITY HIGH SCH
WILLAMETTE FALLS COMMUNITY HOSPITAL
OGDEN JUNIOR HIGH SCH
ABERNETHY
FREEWAY
99E
205
212
213
N

Form E-15 (Rev 9-71) 7779

(DAW0001) ACCT 7/9 2

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

DAGMAR ROAD — WEBSTER RD.

Section Jennings Avenue

Highway County Road No. 22038 (05)

County Clackamas #3

Date October 15, 1981

Authorization No. 1

Survey Prefix 203-1916 (Assigned by Salem office)

Description of termini, route, length, etc.:

Project is located 0.2 miles easterly of the Dagmar Road intersection on Jennings Avenue.

Proposed:

Reconstruct 800± LF of roadway to correct horizontal and vertical alignment.

Purpose of survey:

Prepare plans, specifications and cost estimate.

Estimate of cost: HES-9674(4)

Title II funding 3-1-82

Const. cost est. $167,750

		Estimate of Cost
Field Survey	(901)	8,200
Citizen Participation	(902)	
City or County	(903)	500
Consultant	(904)	
Final Design	(905)	3,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	1,000
Soils & Geology	(910)	500
Traffic	(911)	200
Landscape	(912)	
Liaison	(913)	500
Utility	(914)	200
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	100
Specifications	(921)	2,000
Environmental	(923)	200
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Administrative Services	(922)	100

Approved by Hwy Eng'r 10-29-81 170,000 HES

Total estimated cost of survey $16,500

Previous authorization . . . . —

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: Curtis H. Duval

Curtis H. Duval, Metro Location Engineer

Recommended for Approval:

Recommended for Approval: Frank E.

Location Engineer

Approved:

SP*23604-734

6

9779

[illegible]ON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

HES-9674(-)

A. Project Identification:

Date January 6, 1981

Section Dagmar Road-Webster Road

City ____________ Hwy. No. 1303

Highway Jennings Avenue

Begin M.P. ________ Length 0.2

County Clackamas

Program Estimate $45,000

Region Metro

Funding Source Title II

B. Purpose, Need, and Description of Project (Describe Alternatives): The purpose of the project is to reduce a hazardous horizontal and vertical curve combination on an 800 foot section of Jennings Avenue. This curve area has an extensive history of vehicles losing control and colliding with fixed objects. The project would cut the crown of the vertical curve and use the excess material to help fill the dip in the west grade of the curve. the project would also realign the roadway slightly to the inside of the curve (south side) and Type II guardrail would be installed.

C. Recommended Project Classification:

Project Class		Documentation
	I	Draft and Final EIS
X	II	Categorical Exclusion
	III	Environmental Assessment

Other Documentation

- ____ Wetlands Finding/Analysis
- ____ Endangered Species List
- ____ Biologic Assessment
- ____ Cultural Resources Survey
- ____ Section 106 Procedures
- ____ Section 4(f) Evaluation
- ____ Noise Study Report
- ____ Indirect Source Construction Permit

Basis for Recommended Classification:

The project is a minor improvement which will result in a major benefit in terms of safety and reduction of property loss. No significant adverse impacts are identified

---

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No	slight paved
Average Daily Traffic (Volume and Year)	4100 (1980)	6100 (2000)
Alignment (New, Combined, Existing)	Existing	
Speeds (Posted and Estimated)	30	30

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres 0.14 (combination right-of-way and slope easements)
Estimated Number of Parcels 2
Residential Relocation (No.) None
Business Relocation (No.) None
Describe:

2. Estimated Impact on Land Use: Reduce the incidence of damage to adjacent properties caused by out-of-control vehicles.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety: Improved safety

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

A 15 inch alder tree would have to be removed.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

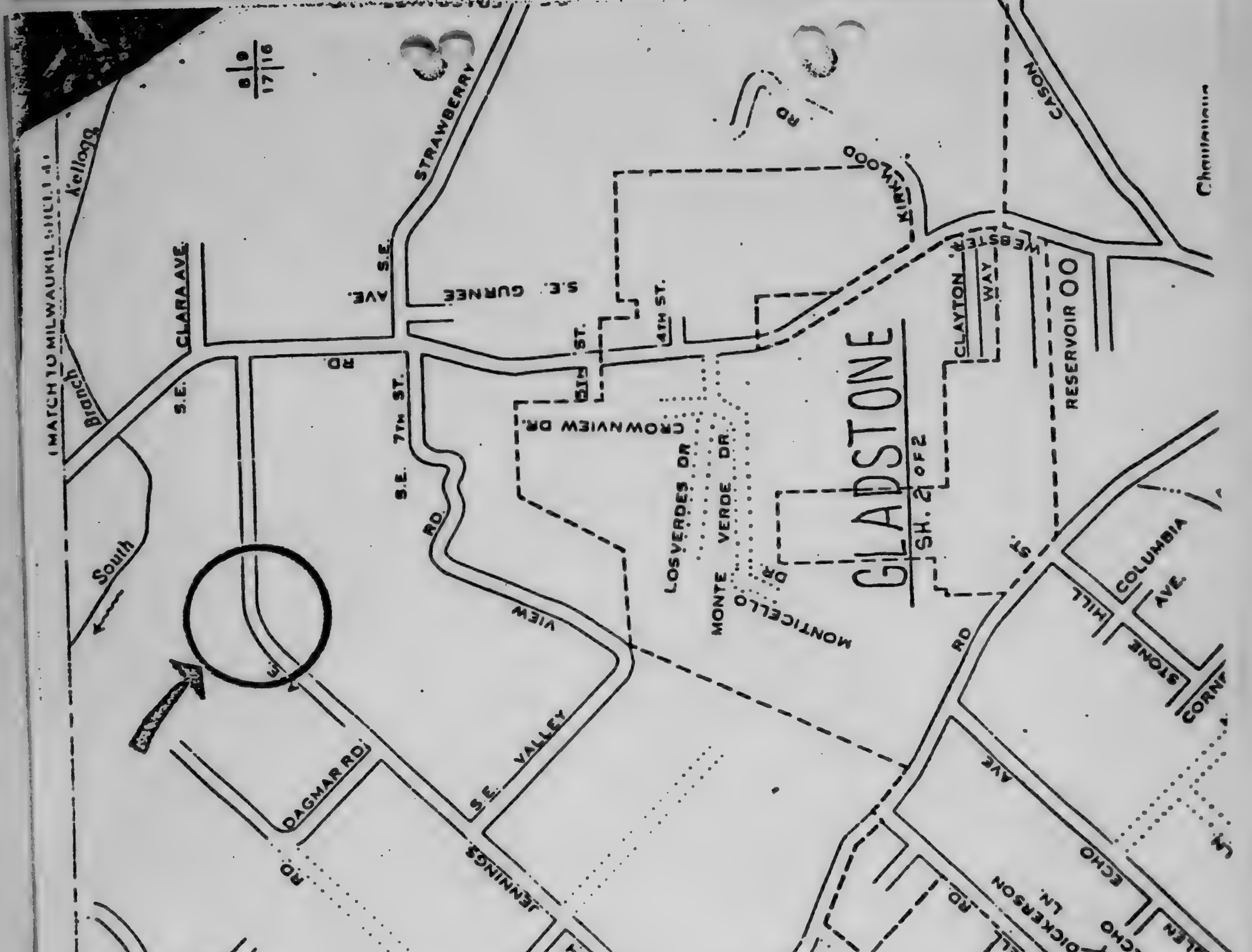
None.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified

Name of Preparer and Phone Number: JEF KAISER 238-7439

(Attach Project Location Map)


MATCH TO MILWAUKIE SHEET 14
Kellogg
South Branch
S.E. CLARA AVE.
8 9 / 17 16
S.E. STRAWBERRY AVE.
S.E. GURNEE AVE.
RD.
S.E. 7TH ST.
5TH ST.
4TH ST.
CROWNVIEW DR.
LOS VERDES DR.
MONTE VERDE DR.
MONTICELLO DR.
RD
KIRKWOOD
CASON
Chautauqua
WEBSTER
CLAYTON WAY
RESERVOIR
GLADSTONE
SH. 2 OF 2
ST.
RD
VIEW RD.
S.E. VALLEY
DAGMAR RD.
S.E. DAGMAR RD.
S.E. JENNINGS
S.E. JADE CT
S.E. PAGODA CT
S.E. OATFIELD
COLUMBIA AVE.
HILL
STONE
CORN
ECHO AVE
GLEN ECHO
GLEN
DICKERSON LN.
CALDWELL RD
PORTL
ORMAE RD
7 8 / 18 17
S.E. RD
S.E. HOWARD ST.
S.E. COLLINA VISTA AVE.
S.E. CANDY LN
S.E. MCNARY ST.
S.E. ROSE ST
ED. ANNA CT.
S.E. HULL
GILL ST
WOOD
ONE SHEET 1
S.E. WARNOCK LN
S.E. MCNARY RD
CLAYSON RD.
N

1984 Sandy E.C.L.-Alder Cr. 9780
Sec., Mt. Hood Highway
(paving)

9780

N

November 21, 1985

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9780

On November 15, 1985, we wrote to you concerning release of final payment on Contract No. 9780 awarded to Fabricators, Incorporated for paving on Sandy E.C.L.-Alder Creek Section of the Mt. Hood Highway in Clackamas County.

Final payment on this contract is $2,638.96 and the total contract amount is $497,620.99. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Fabricators, Incorporated
2705 Lancaster Drive N.E.
Salem, OR 97305

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

FKN:arc

NOTED ON CARD
11-21-85ac

9780

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 6, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9780 ,	On Site Work Substantially Completed	September 10, 1984
All Work Completed	March 5, 1985		
Project	Sandy ECL-Alder Creek		
Highway	Mt. Hood		
County	Clackamas		
Type of Work	Paving		
Contractor	Fabricators, Inc.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

RECEIVED
NOV 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

97

1

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sandy E.C.L. - Alder Creek

WEEK ENDING: March 9, 1985

SECTION PREFIX: 003-1555

HIGHWAY: Mt. Hood

COUNTY: Clackamas

NAME OF JOB: Sandy E.C.L. - Alder Creek

KIND OF WORK: Paving

CONTRACTOR: Fabricators, Inc.

CONTRACT NUMBER: 9780

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 16,1984

DATE WORK STARTED: July 13, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: July 31, 1984

PERCENT OF TIME ELAPSED: 137

PROJECT AUTHORIZATION: $ 630,140.65

EXCLUSIVE OF ENGINEERING: $ 580,173.55

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 497,244.47

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . . 14.3 %

ENGINEERING AUTHORIZATION: $ 49.967.

This Week 0

ENGINEERING COST TO DATE: $ 46,110.

PERCENT OF AUTHORIZATION . . . . . 92 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: September 10,1984

Underrun due to Liquidated Damages & penalty on non-conformance A.C.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					12,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE					12,132 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					12,132 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	Rain			
MONDAY 4	Showers			
TUESDAY 5	Showers			
WEDNESDAY 6	Part Cloudy			
THURSDAY 7	Clear			
FRIDAY 8	Clear			
SATURDAY 9				

CE F CAE .... RECEIVED LS...... TC......
COE .... OM.... SA...... CC......
OE .... MAR 11 1985 FE...... CP......
CA .... FQC............
CAM .... CONSTRUCTION QCS............
LEO............ SECTION FILE............

CONTR. NO: 9780 3-9-85

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	3	No activity all week.
MONDAY	4	
TUESDAY	5	
WEDNESDAY	6	
THURSDAY	7	
FRIDAY	8	
SATURDAY	9	

REMARKS

STATUS: Project work completed. Semi-final submitted. Received copy of mining permit. Third Notification issued.

VISITORS: None.

NEXT WEEK: No activity planned.

FINAL REPORT

Robert Stevens Portland

SIGNED ~~Gary Kennen, Project Manager~~ LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1985

In Reply Refer to File No.: CON 5

Fabricators, Inc.
2705 Lancaster Dr. NE
Salem, OR 97305

Re: Time Extension Request
Sandy ECL - Alder Creek
Contract No. 9780

Your request for additional contract time in which to complete the above project has been received. Your request was not submitted in accord with the 60 day limitations of Section 108.09 of the contract Standard Specifications and therefore cannot be considered.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/att.
Gary Kennen w/att.

STATE OF OREGON

INTEROFFICE MEMO

TO: Marion Craft
Metro Region Construction Engineer

DATE: February 11, 1985

OM MRE OE [illegible] CE
TCS RECEIVED ME
TAS [illegible] 12 1985 PDM
CSA Metro Region TAM
RAS PA EM BUD LM

FROM: Gary Kennen
Gary Kennen
Project Manager

SUBJECT: Sandy E.C.L. - Alder Creek
Contract #9780

Enclosed you will find and Contractors Request for Adjustment of Contract Time on the above project. Following is some pertinent data.

1. Dates Bid Opened - April 12, 1984
2. Award Date - April 16, 1984
3. Specified Completion Date - July 31, 1984
4. Date Work Started - July 13, 1984
5. Date Work Was Completed - September 10, 1984
6. Excess Days Used - 37 at a daily rate of $225.00 for a total of $8,325.00

From the above data, you can see that there were approximately 90 days between the award date and the date the Contractor began his crushing operation on Mt. Hood. During this interval I have recorded several telephone calls in my diary where Fabricators Inc. were still trying to establish a material source. It wasn't until June 18, 1984 that I was asked to take a qualifing sample at the Bright Wood Quarry. If the Contractor had had his material source located earlier there would have been ample time to crush the 12,000 Tons of material needed.

There were no Price Agreements or Change Orders for this project which could justify the additional time. I therefore recommend no time extension for this project.

GK/pas/046

RECEIVED
FEB 15 1985
CONSTRUCTION SECTION
CE.... CAE .... LS.... TC....
COE.... OM.... SA.... CC....
OE .... FE.... CP ....
CA.... PQC....
CAM .... QCS....
EEO.... FILE. ....

W.B. Schwartz —
Second Notice was issued on 9-10-84.
Time request submitted February 8, 1985.
Request cannot be considered (See 108.09 of "Green Book")
B. Jackmond

CC: Bryant Jackmond with original attachments.

June, 1984 was a record month as far as rainfall was concerned; however, the contractor wasn't working in the quarry and didn't attempt to during June. I can't see any legitimate reason for granting time, and concur in Gary's recommendation.

Marion Craft
2-13-85

81-129-1367

CC: Gary Kennen

9780

FABRICATORS INCORPORATED
EQUIPMENT SALES, RENTAL AND REPAIR
2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

October 17, 1984

Mr. Gary Kennen, Project Manager
Oregon Department of Transportation
3700 S.E. 92nd Ave.
Portland, OR 97266

Re: Withholding of Payment
Sandy E.C.L.-Alder Creek, Contract #9780

Dear Sir:

Persuant to our telephone conversation on October 16, 1984, I was shocked to learn that your office had arbitrarily withheld payment of asphalt placed on this job instead of doing it properly (ie: paying for appropriate bid items and deducting a penalty amount) because it was, as you define, out of spec.

It is not fair to the contractor to do this and not advise him of it, leaving him to find out six weeks later that this was your intent. Based on your monthly estimates, the contractor expected penalties on lots 2 & 3 and assumed that because of the State's alteration of their sampling techniques to more correctly approach recognized sampling techniques that any penalties on lot 1 would be therefore invalid.

We hereby make demand for all monies withheld on this project per the attached schedule together with legal interest. You can no longer ignore the problems created by your incorrect sampling techniques.

Sincerely,

Roy L. Houck, Jr.
President

RLH:slk

cc Metro Region Const. Office, Marion Craft
Fredrickson's Office, Bud Van Cleave
Pat Schwartz

cy
10/23

RECEIVED
STATE HWY ENGR

OCT 18 '84

REFER TO
Fredrickson

FOR

Info	Inves	R/O	D/R	Sign	Act	File
✓					✓	

If appropriate.

FABRICATORS INCORPORATED
EQUIPMENT SALES, RENTAL AND REPAIR
2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

Kennen/Page 2

October 17, 1984

SCHEDULE OF AMOUNTS WITHHELD FROM PAYMENT

LOT 1	
Aggregate Material 2609.6 tons @ $12	$31,315.20
Liquid Asphalt 171.6 tons @ $170	29,172.00
	$60,487.20
LOT 2	
Penalty Amount deducted as Price Adj.	2,100.00
LOT 3	
Penalty Amount deducted as Price Adj.	1,400.00
	$63,987.20

9780

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: May 9, 1984

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 12, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened April 12, 1984 on the following projects:

1. Dagmar Road-Webster Road
   Jennings Avenue, Clatsop
   Grading and Paving.

   Twelve-foot travel lanes with four-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Sandy ECL-Alder Creek
   Mt. Hood Highway, Clackamas County
   Paving.

   Overlay. Existing shoulder bicycle lanes will be re-striped.

3. Gold Beach-Sebestian Park Road
   Oregon Coast Highway, Curry County
   Paving.

   Overlay. Existing shoulder bicycle lanes will be re-striped.

4. Arlington-Fossil
   John Day Highway, Gilliam and Wheeler Counties
   Paving (Overlay).

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Wild Park Lane-Reeves Creek
Redwood Highway, Josephine County
Paving (Overlay).

   Same as No. 4.

6. Mazama Junction-Dixon Road
Sun Mountain Highway, Klamath Conty
Pacing (Overlay)

   Same as No. 4.

7. Ana Creek-Crane Creek
Fremont Highway, Lake County
Paving (Overlay).

   Same as No. 4.

8. Thompson Creek Culvert
Mapleton-Junction City Highway, Lane County
Grading, Paving and Culvert.

   Structure replacement. Grading and paving incidental to structure work. Four-foot shoulders available for bicycle and pedestrian traffic.

   Same as No. 1.

9. Malheur Bridge
Little Valley Road, Malheur County
Grading, Surfacing and Structure.

   Twenty-eight-foot aggregate roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

10. Pacific Highway West @ S.W. 30th Avenue (Portland)
Pacific Highway West, Multnomah County
Grading, Paving and Beacon.

    Left-turn lane construction. Pedestrians and bicycles may use the existing sidewalks on the project.

    Same as No. 1.

11. N. E. 50th Avenue-East Portland Freeway
    Sandy Boulevard, Multnomah County
    Paving (Overlay).

    Same as No. 4.

12. Hermiston Highway-Washington State Line
    Columbia River Highway, Umatilla County
    Paving and Guardrail.

    Overlay project. Four-foot shoulders available for bicycle and pedestrian traffic.

    Same as No. 1.

13. Nyberg Road Interchange (Southbound Off Ramp)
    Pacific Highway, Washington County
    Grading, Paving, Signing and Signals.

    Sidewalks and sidewalk ramps to be constructed.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9780

Date 4/30/84

Subject $15 MILLION SURFACE PRES. PROG. -1984 File No.

Received [✓ [call]] [visit] from R. SANDMANN

Address

Made [call] [visit] to Phone

Reason for contact and general discussion: RE: MP 19.5 - SANDY ECL.
PROJECT ORIGINALLY SUBMITTED FOR $155,000 "SPAM", BALANCE FED. AID - FED. AID HAS BEEN REMOVED AND TOTAL PROJECT COST ($500,000+) WILL BE FROM "SPAM". DON ADAMS WAS ASKED TO PULL PROJECT BUT SAID HE COULDN'T BECAUSE IT HAD BEEN ADVERTISED TO CONTRACTORS. COULTER TOLD SANDMANN ~~[illegible]~~ TO OVERRUN REGION $3 MILLION THIS YEAR BUT TO UNDER PROGRAM NEXT YEARS BUDGET. REGION 1 HAS $[illegible]5,000 STATE FORCE MONEY, PLUS A $35,000 CONTRACT NOT SENT IN YET. How WILL THIS BE HANDLED?

Signature Dennis Stephens

File [ ]
Circulate [ ] ME [✓ [ ] MOE] [ ] MSE

5/1/84

CC: W. E. Schwartz -- It does not seem too prudent to just over-run and short next year. Is there no possibility of HSC's "discretionary" funds? Please advise.

JWSheldrake

Orig. to John Sheldrake 5/9

John - $470,000 is programmed for the total project. Doing it all w/state dollars will cause over-run of SPAM program by $315,000. This will be O.K. We don't expect program to come right out to zero. Good bids will help. I believe Scott's comments to Sandmann relate to our concern that total maintenance program appears to be underrunning at this time.

P.S. Not appropriate use for HSC's discretionary fund.

RECEIVED
STATE HWY ENGR
MAY 2 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

1984 Gold Beach-Sebastian 9781
Park Rd. Sec., Oregon Coast
Hwy. Gold Beach (paving)

9781

October 17, 1985

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9781

Contract No. 9781 awarded to Tidewater Contractors, Inc. for paving on the Gold Beach-Sebastian Park Road Section of the Oregon Coast Highway in Curry County was completed on March 27, 1985 and accepted by the State Highway Division on October 7, 1985.

Final payment in the amount of $5,000 will be released to the contractor after October 22, 1985. The total contract amount is $285,287.09 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Tidewater Contractors, Inc.
P.O. Box 1956
Brookings, OR 97415

Tromp & McKinley Ins., Inc.
P.O. Box 1357
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn:
Frank Griffin
James J. Gix

FKN:arc

NOTED ON CARD
10-17-85 ac

9781

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: October 7, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9781, On Site Work Substantially Completed September 15, 1984
All Work Completed March 27, 1985
Project Gold Beach-Sebastian Rock Prod.
Highway Oregon Coast
County Curry
Type of Work Paving
Contractor Tidewater Contractors, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-17-85 - surety letter written (ac)

noted
RGormsen

RECEIVED
OCT 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 4, 1985

In Reply Refer to
File No.:
CON 5

Tidewater Contractors, Inc.
P. O. Box 1956
Brookings, OR 97415

Re: Time Extension Request
Gold Beach-Cape Sebastian Park Rd.
Contract No. 9781

Your request for additional contract time in which to complete the above project has been received. The "Second Notification" on this project was issued on September 15, 1984. Your request for additional contract time was received on January 10, 1985. Your request was not submitted within the 60 day provisions of Section 108.09 of the contract standard specifications and therefore cannot be considered.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

cc: C. C. Fredrickson
Jim Gix
F. D. Morrison

TE/145

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: February 26, 1985

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension Request
Gold Beach - Cape Sebastian Park Rd.
Contract No. 9781

I have reviewed the contractor's request for a time extension on this project and found he was delayed because the State took 50 days in which to produce AC mix design.

After researching the standard specifications, I found the contractor was obligated to request an extension of time within 60 days after the second notification; and this they failed to do.

The request for a time extension was submitted 97 days after the second notification. For this reason, I recommend Tidewater's request be denied.

wjq/ba

cc: F. Morrison

3-4-85
W. E. Schwartz -
I concur with Region & recommend that this request be denied.

CE CAE ✓ RECEIVED LS TC
SA CC
COE OM FE CP
OE MAR 04 1985 POC
CA
CAM CONSTRUCTION QCS
SECTION FILE
EEO

81-125-1307

9781

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Gold Beach - Cape Sebastian Park Rd.

WEEK ENDING: Oct. 27, 1984

SECTION PREFIX: 8-1555

HIGHWAY: Oregon Coast

COUNTY: Curry

NAME OF JOB: Gold Beach - Cape Sebastian Park Rd.

KIND OF WORK: Paving

CONTRACTOR: Tidewater Contractors, Inc.

CONTRACT NUMBER: 9781

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 16, 1984

DATE WORK STARTED: Aug. 20, 1984

ESTIMATED COMPLETION DATE: Sept. 15, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED: xxxxxxxxxxxxxx Liq. damages 42

SPECIFIED CALENDAR DAYS

SPECIFIED COMPLETION DATE: July 31, 1984

PERCENT OF TIME ELAPSED: 142

PROJECT AUTHORIZATION: $ 355,453.57

EXCLUSIVE OF ENGINEERING: $ 327,267.82

ENGINEERING AUTHORIZATION: $ 28,185.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 297,120.05

This week: 361.23

ENGINEERING COST TO DATE: $ 31,036.81

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 9 %

PERCENT OF AUTHORIZATION: 110 %

DATE PROJECT WAS COMPLETED: Sept. 15, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					2.45
MILES PARTIALLY COMPLETED					0.00
MILES COMPLETED					2.45
TOTAL ESTIMATED QUANTITIES (CONTRACT)					7,700
TOTAL QUANTITIES CORRECTED TO DATE					8,095
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					8,095
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
CE F CAE LS TC
COE CM SA CC
CA OCT 30 1984 FE
MA
CP CONSTRUCTION CCS ✓
SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final was submitted to Region on Oct. 26, 1984.

This will be the last weekly report.

SIGNED ______ LOCATION Coquille, OR

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

17.81

STATE OF OREGON INTEROFFICE MEMO
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES DATE: May 9, 1984

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 12, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened April 12, 1984 on the following projects:

1. Dagmar Road-Webster Road
   Jennings Avenue, Clatsop
   Grading and Paving.

   Twelve-foot travel lanes with four-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Sandy ECL-Alder Creek
   Mt. Hood Highway, Clackamas County
   Paving.

   Overlay. Existing shoulder bicycle lanes will be re-striped.

3. Gold Beach-Sebestian Park Road
   Oregon Coast Highway, Curry County
   Paving.

   Overlay. Existing shoulder bicycle lanes will be re-striped.

4. Arlington-Fossil
   John Day Highway, Gilliam and Wheeler Counties
   Paving (Overlay).

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

81-125-1367

Contains Recycled Materials

5. Wild Park Lane-Reeves Creek
   Redwood Highway, Josephine County
   Paving (Overlay).

   Same as No. 4.

6. Mazama Junction-Dixon Road
   Sun Mountain Highway, Klamath Conty
   Pacing (Overlay)

   Same as No. 4.

7. Ana Creek-Crane Creek
   Fremont Highway, Lake County
   Paving (Overlay).

   Same as No. 4.

8. Thompson Creek Culvert
   Mapleton-Junction City Highway, Lane County
   Grading, Paving and Culvert.

   Structure replacement. Grading and paving incidental to structure work. Four-foot shoulders available for bicycle and pedestrian traffic.

   Same as No. 1.

9. Malheur Bridge
   Little Valley Road, Malheur County
   Grading, Surfacing and Structure.

   Twenty-eight-foot aggregate roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

10. Pacific Highway West @ S.W. 30th Avenue (Portland)
    Pacific Highway West, Multnomah County
    Grading, Paving and Beacon.

    Left-turn lane construction. Pedestrians and bicycles may use the existing sidewalks on the project.

    Same as No. 1.

11. N. E. 50th Avenue-East Portland Freeway
    Sandy Boulevard, Multnomah County
    Paving (Overlay).

    Same as No. 4.

12. Hermiston Highway-Washington State Line
    Columbia River Highway, Umatilla County
    Paving and Guardrail.

    Overlay project. Four-foot shoulders available for bicycle and pedestrian traffic.

    Same as No. 1.

13. Nyberg Road Interchange (Southbound Off Ramp)
    Pacific Highway, Washington County
    Grading, Paving, Signing and Signals.

    Sidewalks and sidewalk ramps to be constructed.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

1984 Arlington-Fossil Sec., 9782
John Day Hwy. Arlington
(paving)

9782

October 25, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9782

Gentlemen or Ladies:

On October 16, 1984, we wrote to you concerning release of final payment on Contract No. 9782 awarded to J. C. Compton Company for paving on the Arlington-Fossil Section of the John Day Highway in Gilliam and Wheeler Counties.

Final payment on this contract is $3,400.23 and the total contract amount is $333,393.12. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: J. C. Compton Company
PO Box 768
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9782

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: October 11, 1984

FROM: Wendan E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9782, On Site Work Substantially Completed June 18, 1984

All Work Completed August 17, 1984

Project Arlington-Fossil

Highway John Day

County Gilliam & Wheeler

Type of Work Paving

Contractor J. C. Compton Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

noted RGormsen

October 16, 1984 - Letter written to surety.

RECEIVED
OCT 15 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Contains Recycled Materials

9782

F

Hansen & Rowland

Insurance Brokers and Consultants

September 25, 1984

D. W. Sledge
State of Oregon
Department of Transportation
3313 NE Frontage Road
The Dalles, OR 97058

RE: Contractor: J. C. Compton Company
Contract: 9782, Gilliam & Wheeler Counties, John Day Highway, Arlington-Fossil Section
Bond No. U50 42 86, United Pacific Insurance Company

Dear Mr. Sledge:

In respect to our interest as surety on the above bond, you are hereby authorized to release to J. C. Compton Company all or part of such retainage which you are holding and which is due them on Contract 9782 more fully described above.

Sincerely,

UNITED PACIFIC INSURANCE COMPANY

Toni Lou Smith
Attorney-in-Fact

CC: J. C. Compton Company, McMinnville
State of Oregon Department of Transportation, Salem
United Pacific Insurance Company, Portland

NOTED ON CARD
10-5-84
cc Jan
Petersen

RECEIVED
SEP 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Insurance with Emphasis"
WASHINGTON BUILDING / P.O. BOX 1633 / TACOMA, WASHINGTON 98401 / (206) 627-1161
Offices in: Seattle, Bellevue, Tacoma, Wenatchee, Portland, and San Francisco

A division of LeBow, Haynes Company, Inc.

NARRATIVE REPORT

John Day Highway
Gilliam & Wheeler County
Contract 9782

Arlington-Fossil Section
Prefix 11-1555 & 11-1556

Purpose of project was to place a 1" or 1 1/4" cold mix overlay from Milepoint 0.6 to Milepoint 4 and from Milepoint 44 to Milepoint 58.2 on the John Day Highway. About half of this area was in fairly good condition showing some signs of aggregate loss and cracking. The larger cracks were sealed with either a rubberized crack sealer or CMS-2S with aggregate. The remainder of the project was cold mix blade patched by state forces prior to the contract.

Aggregate for the project was from state maintenance stockpiles. The material used from Milepoint 0.6-4 was screened from an existing 1/2-0 stockpile by state forces and retained a fair amount of #10-0. No major problem was encountered with this mix, it was fairly dense and resembled a C mix overlay. The 1/2"-#10 aggregate used from Milepoint 44-58.2 was produced on a prior contract for this project and was quite open graded.

J. C. Compton Company was the successful bidder and a pre-construction conference was held at the Bend Region Office on May 10, 1984. Signing and other construction procedures were discussed.

The one contract item that created the most problem on this project was the use of Temporary Plastic Safety Markers (Barrels) and cones. If the barrels are set close enough to centerline to accomodate wide loads and normal traffic, the contractor's paving machine and rollers do not have adequate room to work on a 32' surface and when a barrel is knocked over in the traffic lane, it creates a problem for traffic. On the 28' surface, they become completely unworkable for the above reasons; plus, the contractor's haul trucks must get off the paved surface to get by and they tear up the shoulders and break down the surface edge. In areas where guardrail exists, there is not enough room to maintain a laydown operation, the barrels and traffic. I could not identify a purpose or practical application for this type of traffic control on subject project.

CMS-2S emulsified asphalt was used from Milepoint 0.6 to 4 in conjunction with the 1/2-#10 aggregate with excessive #10-0 in it and worked very well. When the plant was moved to Mayville, the contractor was advised to use CMS-2 due to the clean open graded 1/2"-#10 aggregate. This mix performed very well the first work day with temperatures above 70°. On the second day, the laydown operation was started at 60° and it became apparent, after about a 1/2 mile of panel had been placed, that a roughness was developing after rolling. It was not visible prior to that time. We could not find an area that was outside the tolerances allowed by the Standard Specifications on a 10' straight edge, however, the ride was not desirable. Many items and procedures were changed with no lasting results. The contractor shut down early that afternoon and was advised to use CMS-2S on the next work day. Results on the remainder of the project was very good. It is my opinion that 60° is too low for a minimum temperature with CMS-2.

A good ride was achieved on this thin overlay by using bellydump haul vehicles, a Ko-Cal feeder on the paving machine and a minimum of starts and stops.

Sledge

D. S. Sledge, Assistant District Maintenance
Supervisor

8/7/84
Date

STATEMENT OF OVERRUNS AND UNDERRUNS

Arlington-Fossil

Prefix # 11-1555 & 11-1556

John Day Highway
Gilliam & Wheeler County
Contract # 9782

	ORIGINAL AUTHORIZATION	FINAL COST	%
Contract Amount	$381,067.00	$342,981.56	-10
Anticipated Items	23,500.00	23,500.00(Estimate)	0
Contingencies	18,205.52	2,900.23	-84
Engineering	36,411.03	12,000.00	-67
Liquidated Damages	0.00	0.00	0
	$459,183.55	$381,381.79	17

OVERRUNS & UNDERRUNS

Contract 9782

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
1.	Mobilization	Lump Sum	100%	100%	0.00%
2.	Temporary Protection and Direction of Traffic	Lump Sum	100%	100%	0.00%
3.	Temporary Signs	Sq. Ft.	1,352	1,314	-3%
4.	Temporary Barricades	Each	4	4	0.00%
5.	Temporary Plastic Safety Markers	Each	110	110	0.00%
6.	Flaggers	Hour	320	294.5	-8%
7.	Pilot Car	Hour	160	92	-42%
8.	Emulsified Asphalt Concrete Mixture	Ton	18,000	17,988.52	0.00%
9	Emulsified Asphalt in Mixture	Ton	1,260	992.01	-21%
10.	Aggregate in Sand Choke Seal	Cu. Yd.	950	1,120	+18%
11.	Asphalt in Tack Coat	Ton	190	138.41	-17%

OVERRUNS & UNERRUNS

Contract 9782

P.A. No.	DESCRIPTION	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	PERCENT + or -
1.	Freight on 3 loads CMS-2	Ton	83.34	83.34	0

S.F.O. No.					
1.	Permanent Pavement Striping		18,500	(Estimate) 18,500	0
	Engineering		36,411.03	12,000	-67

Versteeg
Anderson
Adams
[illegible]
Edwards
Terpin
Trout
Wakerlig

RECEIVED

ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up ----/----/----
Action

9782

t

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Arlington-Fossil		WEEK ENDING June 22, 1984
		SECTION PREFIX 11-1555 & 11-1556
	HIGHWAY John Day	COUNTY Gilliam & Wheeler
NAME OF JOB Arlington-Fossil	KIND OF WORK Paving	
CONTRACTOR J. C. Compton Co.	CONTRACT NUMBER 9782	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT 4/16/84	DATE WORK STARTED 5/30/84	ESTIMATED COMPLETION DATE 6/18/84
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 20 SUPERVISION: 2	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $459,183.55	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 47%
EXCLUSIVE OF ENGINEERING: $422,772.52	ENGINEERING AUTHORIZATION $36,411.03	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $422,772.52	ENGINEERING COST TO DATE $12,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . ____%	PERCENT OF AUTHORIZATION . . . . . . 33 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					17.55
MILES PARTIALLY COMPLETED					
MILES COMPLETED					17.55
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					17,988
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE E CAE ____ RECEIVED LS ____ TC ____
COE ____ OM ____ SA ____ CC ____
CA ____ JUN 25 1984 PE ____
CAN ____ BA ____
CP ____ CONSTRUCTION OCS ____
EEO ____ SECTION FILE ____

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor removed cold mix plant and signs from project today.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed paving operations on 6/15/84. Third notification will be sent as soon as all payrolls and billings are received by this office.

SIGNED ______ LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP•F216

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

GILLIAM Co.

KEY ID# 02278

SECTION ~~Arlington-Fossil (3 Units)~~ Thirt[illegible]

REGION 4

HWY #5

SURVEY AUTHORITY

AUTHORIZATION NO. PREFIX 11-1556 DATE 12/13/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 2,300.	$ 2,300	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	200.	200
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST	500.	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 7,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

PREPARED BY	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE [illegible]
RECOMMENDED, REGION ENGINEER X	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION ~~[illegible] Rd~~ ~~Arlington Fossil (3 Units)~~ Thir[illegible] Creek – F[illegible]			KEY ID # 02278 ~~[illegible]~~ REGION 4
STATE HIGHWAY # 5	HIGHWAY NAME John Day	MILE POST FROM 0.6 TO 4.0 44.0 TO 49.5 49.6 TO 59.6	LENGTH ~~19.0 mi~~ 15.6
☐ URBAN ☒ RURAL	CITY	COUNTY Gilliam & Wheeler	
ROUTE # OR 19	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 10.	GRADING (✓)		FILES (#)	0
RIGHT OF WAY	$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 471.	STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$	SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 14.			RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
10% ~~40%~~ ENGINEERING & CONTINGENCIES	$ 48. ~~194.~~	DESIGN CATEGORY (1-7)	6	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION	$ 533. ~~679.~~	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ 543.456 ~~689.~~				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/85	RECOMMENDED FUNDING SOURCE STATE	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	350--600	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

A need to preserve these sections of highways prior to more extensive damage that would require more costly repairs.

Combined with

02277 – Arlington – Eightmile Rd.

~~02278 – [illegible] Fossil [illegible]~~

PROPOSED SOLUTION

Pave with thin (1-1¼ inch) overlay.

REQUESTED, REGION ENGINEER X R[illegible] D Allen	DATE 12/14/83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02278

SECTION Arlington--Fossil (3 Units)

REGION 4

PROJECT JUSTIFICATION

As per "Special 1983-85 Surface Preservation and Maintenance Program."

ADMINISTRATION RECOMMENDATION

- 9 ? ? -

N

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

Gilliam Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02277

SECTION Arlington-~~Fossil (3 Units)~~ Eightmile Rd., Comb.

REGION 4

Hwy # 5 **SURVEY AUTHORITY**

AUTHORIZATION NO.

PREFIX 11-1555

DATE 12/13/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 2,300.	$ 2,300	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	200.	200
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST	500.	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 7,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards ~~[illegible]~~
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY J.R. Haydon	DATE 12/14/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/12/84
RECOMMENDED, REGION ENGINEER X Ralph D. Allen	DATE 12/14/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJE ; PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Eightmile Rd, Arlington--~~Fossil (3 Units)~~ , Comb	KEY ID # 02277
	REGION ~~[illegible]~~ 4

STATE HIGHWAY # 5	HIGHWAY NAME John Day	MILE POST FROM 0.6 TO 4.0 ~~44.0~~ TO ~~49.5~~ ~~49.6~~ ~~59.6~~	LENGTH ~~19.0 mi~~ 3.4
☐ URBAN ☒ RURAL	CITY	COUNTY Gilliam & Wheeler	
ROUTE # OR 19	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 10.	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 471.		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 14.				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
10% ~~40%~~ ENGINEERING & CONTINGENCIES	$ 48. ~~194.~~		DESIGN CATEGORY (1-7)	6	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 533. ~~679.~~	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 543 ~~689.~~				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 /85	RECOMMENDED FUNDING SOURCE STATE	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	350--600	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

A need to preserve these sections of highways prior to more extensive damage that would require more costly repairs.

~~02277 - Arlington - Eightmile Rd~~

Combined with

02278 - Thirtymile Creek - Fossil

PROPOSED SOLUTION

Pave with thin (1-1¼ inch) overlay.

REQUESTED, REGION ENGINEER X Bill D Allen	DATE 12/14/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02277

SECTION Arlington--~~Fossil (3 Units)~~ Eightmile Rd., Comb

REGION 4

PROJECT JUSTIFICATION

As per "Special 1983-85 Surface Preservation and Maintenance Program."

ADMINISTRATION RECOMMENDATION

7727 5

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem 97310

FILE:

August 4, 1977

J B Boyd

FROM: J. B. Boyd
Right of Way Engineer

TO: Memo to File

SUBJECT: Description Change
File Nos. 49499 and 49500
Arlington-Eight Mile Road Section
John Day Highway
Gilliam County

Mr. Floyd Scott questioned the justification for the description change in the above-subject land exchange. I contacted Mr. Harold Brainerd and he indicated that the Krebs brothers had an irrigation ditch down the right-of-way on the westerly thirty feet. The roadway is constructed and there is no area of disagreement other than Krebs brothers feeling by signing this document they were putting into jeopardy their irrigation ditch. I believe the right-of-way being under resolution, there is no problem for us to assert our ownership at any time in the future. I can also understand the reticence of the Krebs brothers signing the document they feel might endanger their irrigation ditch.

I agree with the description change as it maintains the status quo which is appropriate in this case.

JBB:jc;ha ✓
cc: Floyd Scott
Carl Williams
Harold Brainerd
Dick Hawkins

1 Versteeg ✓
Olson
Christensen
2 Scott
Swenson
Savage
Treat

RECEIVED
AUG 05 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

1984 Wild Park Lane-Reeves 9783
Cr. Sec., Redwood Hwy. Selma
(paving)

January 25, 1985

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9783

Gentlemen or Ladies:

On January 7, 1985, we wrote to you concerning release of final payment on Contract No. 9783 awarded to Copeland Paving, Inc. for paving on the Wild Park Lane-Reeves Creek Section of the Redwood Highway in Josephine County.

Final payment on this contract is $5,909.03 and the total contract amount is $209,437.50. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Copeland Paving, Inc.
PO Box 608
Grants Pass, OR 97526

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9783

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 28, 1984

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9783, On Site Work Substantially Completed June 26, 1984

All Work Completed August 27, 1984

Project Wild Park Lane-Reeves Creek

Highway Redwood

County Josephine

Type of Work Paving

Contractor Copeland Paving, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

January 7, 1985 - Surety letter written.

noted
R Gormsen

RECEIVED
JAN 3 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9783

f

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Wild Park Lane- Reeves Creek		WEEK ENDING: July 28, 1984
		SECTION PREFIX: 17-1555
	HIGHWAY: Redwood	COUNTY: Josephine
NAME OF JOB: Wild Park Lane-Reeves Creek	KIND OF WORK: Paving	
CONTRACTOR: Copeland Paving Inc.	CONTRACT NUMBER: 9793	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 16, 1984	DATE WORK STARTED: June 14, 1984	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 15	WORK DAYS USED CALENDAR DAYS USED 13
PROJECT AUTHORIZATION: $ 251,395.69	SPECIFIED COMPLETION DATE: June 30, 1984	PERCENT OF TIME ELAPSED: 87
EXCLUSIVE OF ENGINEERING: $ 231,461.23	ENGINEERING AUTHORIZATION $ 19,934.46	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 221,494.00	ENGINEERING COST TO DATE $ 16,422.53	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN -4½ %	PERCENT OF AUTHORIZATION 82 %	DATE PROJECT WAS COMPLETED: June 26, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					2.55
MILES PARTIALLY COMPLETED					
MILES COMPLETED					2.55
TOTAL ESTIMATED QUANTITIES (CONTRACT)					5,520
TOTAL QUANTITIES CORRECTED TO DATE					5,628
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					5,628
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 30 1984
CONSTRUCTION SECTION
CE E CAE ---- LS ---- TC ----
COE M OM ---- SA ---- CC ----
CA ---- FE ----
CAM ---- MA ----
CP ----
EEO ----

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on June 26, 1984. A second notification has been submitted.

SIGNED Dobbs for Maude LOCATION MEDFORD

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP•F216

9783

PROJECT PROSPECTUS
PART 4 - SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE 11

KEY ID#

SECTION Wild Park Lane - Reeves Cr. Josephine Co.

REGION 3

Hwy #25 SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 17-1555

DATE 12-22-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
01 PROJECT MANAGER	$3000	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ —	$ 500
02 CITIZEN'S INVOLVEMENT	—		916 PHOTO-GRAMMETRY	—		934 GEOLOGY	—	
03 LOCAL GOVERNMENT	—		918 LOCATION		50	935 SOILS	—	
04 CONSULTANT	—		919 ENGINEERING GRAPHICS	—		936 REGION TRAFFIC		300
05 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS	—	
06 BRIDGE DESIGN	—		921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT	—	
07 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES	—	
09 RIGHT-OF-WAY DESCRIPTION	—		923 ENVIRONMENTAL SECTION	—	100	950 TRAINING	—	
10 REGION GEOLOGIST	—		924 D.O.T.			955 R/W RELOC. ASSISTANCE	—	
11 TRAFFIC SECTION	—	200	925 AIR MONITORING	—		960 PERSONAL LEAVE	—	
12 LANDSCAPE	—		926 FOUNDATION	—		980 PUBLIC HEARING	—	
13 RIGHT-OF-WAY LIAISON	—		927 FREE BRIDGE DESIGN	—				
14 REGION UTILITY LIAISON	—		932 RAILROAD & UTILITIES	—				

TOTALS	$8000	$ 8,300
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

IGHT-OF-WAY PREFIX NA

EDERAL AID PROJECT NUMBER

OCATION ENGINEER'S REMARKS

THIS AUTHORITY IS FOR THE PREPARATION OF A TITLE SHEET, ~~AND~~ TYPICAL SECTION, AND SPECIFICATIONS FOR AN OVERLAY PROJECT, BY CONTRACT CONSTRUCTION, ON THE SUBJECT SECTION.

1 Versteeg
Anderson
Adams
Macnab
2 Stoudenmeyer
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

REPARED BY	DATE 12-22-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
ECOMMENDED, REGION ENGINEER	DATE 12-22-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
ECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

34-1914 (7-82)

LOC

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02265

SECTION: Wild Park Lane - Reeves Creek

REGION: 3

STATE HIGHWAY # 25	HIGHWAY NAME Redwood	MILE POST FROM 22.00 TO 24.57	LENGTH 2.57 mil
☐ URBAN ☒ RURAL	CITY	COUNTY Josephine	ROAD/STREET NAME
ROUTE # 199	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 8 ~~5.5~~	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 140 ~~105~~		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 10				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
10% ~~25%~~ ENGINEERING & CONTINGENCIES	$ 14 ~~10~~		DESIGN CATEGORY (1-7)	6	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 164 ~~115~~	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ 172 ~~120.5~~			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	4300	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

The current surface rating is poor and is rapidly deteriorating.

PROPOSED SOLUTION

Overlay with 1½" A.C. throughout the section and use ½" A.C. for base patching- leveling.

REQUESTED, REGION ENGINEER X J. K. Wilson	DATE 12-15-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Wild Park Lane - Reeves Creek

REGION 3

PROJECT JUSTIFICATION

1. 1½" thickness - existing base is adequate, a thin overlay would suffice for a 5 to 10 year period. PMS Index = 14.

2. The current surface condition rating of 4 would be raised to a 1.

3. Priority #3.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

ECTION Wild Park Lane - Reeves Cr

REGION 3

NTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
ITIZEN'S DVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
HOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
ECONNAISSANCE URVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
UBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
IELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
ICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
OILS VESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
YDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#) N
						UTILITIES	N	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

COMPANIES

IGHT-OF-WAY IAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED ~~NA~~ 55

DESIGN STANDARDS ~~NA~~ AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
							EXISTING									
—	—	—	—	2	—	—	12	0	12	—	—	2	—	—	—	—
—	—	—	—		—	—		0		—	—		—	—	—	—

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
A.C. overlay	~~1½"~~	1½"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	NA			BRIDGE 5		APPROVED	
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7		Location Engineer Date	
BRIDGE 4				BRIDGE 8			

34-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT VIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Wild Park Lane - Reeves Cr

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

None Overlay with no New work

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

New surface will increase safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

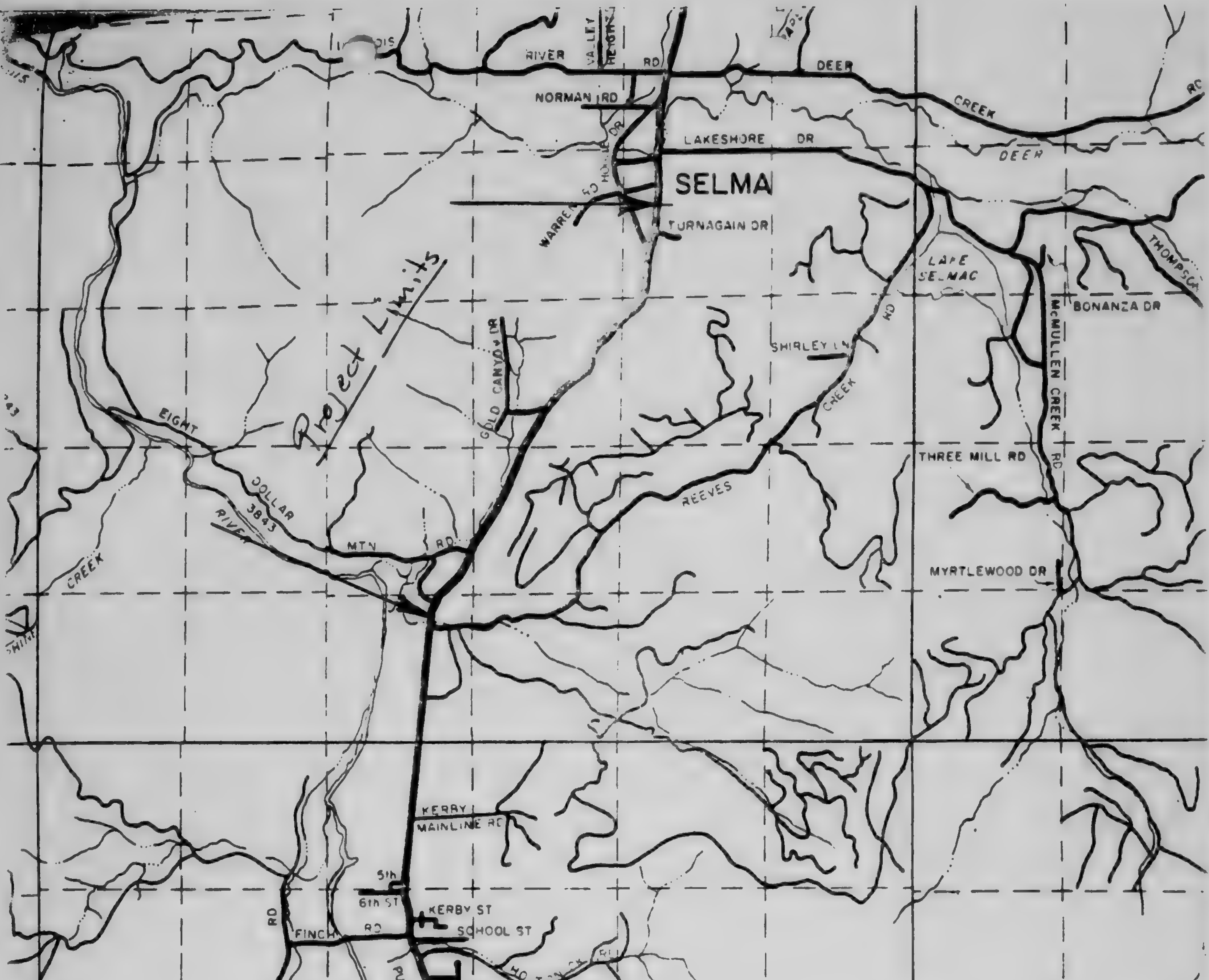
☑ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X	TELEPHONE NUMBER 776-6801	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)


RIVER
VALLEY
HEIGHTS
RD
DEER
CREEK
RD
NORMAN RD
LAKESHORE DR
DEER
SELMA
WARREN HOUSE DR
TURNAGAIN DR
THOMPSON
LAKE SELMAC
BONANZA DR
Project Limits
GOLD CANYON DR
SHIRLEY LN
CREEK
RD
McMULLEN CREEK RD
EIGHT
DOLLAR
3843
RIVER
MTN
RD
REEVES
THREE MILL RD
CREEK
MYRTLEWOOD DR
KERBY
MAINLINE RD
5th
6th ST
KERBY ST
SCHOOL ST
FINCH
RD
HOLTON CK RD
PUGETVILLE RD
HATHAWAY DR
GLENDON RD
JUNE DR
WALTERS DR
CAVE
JUNCTION
LAUREL
RD
SIDE
RIVER ST
RAIL LN
CAVES HWY
CREEK
CHAPMAN
MONA WY
REAGOR LN
BARNES WY
CREEK
KELLY
LAURIE LN
JEANNIE WY
CAVES
TYCER
WHITE
CK
SMITH
RD
HOUSE RD
SCHOOL
GARNER RD
AQUARIUS WY
NOLAN
RD
PINEWOOD
WY
MARTIN DAIRY RD
CORNETT LN
MYRNA
LN
HARLOW
WY
ROCKYDALE
BURCH
DR
BLAS-
CERDENA
DR
WEST
PILLER
PL
KEN ROSE LN
IDLEWILD DR
REST DR
PINECONE
DR
HAYS
CUTOFF
RD
ARIES
LN
MASTERS DR
TAURUS LN
GEMINI LN
HUMMINGBIRD LN
SUCKER
CK
LOOP
CREEK

1984 Mazama Jct.-Dixon Rd. 9784
Sec., Sun Mt. Hwy.
(pavement breakup project)

April 5, 1985

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9784

Gentlemen or Ladies:

On March 25, 1985, we wrote to you concerning release of final payment on Contract No. 9784 awarded to Morse Bros., Inc. for pavement breakup on the Mazama Junction-Dixon Road Section of Sun Mountain Highway in Klamath County.

Final payment on this contract is $8,629.00 and the total contract amount is $72,449.00. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
Dale Allen

Contract Payments 378-6594 FILE: CON 5

Robert Gormsen
Manager, Commission Services

March 20, 1985

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9784, On Site Work Substantially Completed September 25, 1984
All Work Completed	December 26, 1984
Project	Mazoma Jct.-Dixon Rd.
Highway	Sun Mountain
County	Klamath
Type of Work	Pavement Breakup Project
Contractor	Morse Bros., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 25, 1985

In Reply Refer to
File No.:

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Re: Time Extension Request
Mazama Jct.-Dixon Road
Contract No. 9784

Your request for additional contract time in which to complete the above project has been reviewed. A contract time adjustment of 25 calendar days is granted due to the suspension of work order issued.

The adjusted contract time of completion of this contract is September 25, 1984. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc:	C. O. Fredrickson	
	D. D. Allen	w/att.
	D. Thurston	w/att.
	B. Walton	

FORM HI 734

CAE RECEIVED LS
CE SA
FILE:
JAN 8 1985 PE
POC
CONSTRUCTION OCS
SECTION FILE

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
KLAMATH FALLS
January 2, 1985

Don Thurston

FROM: Don Thurston, DMS

TO: Dale Allen, Region Engineer

SUBJECT: Mazama Jct.-Dixon Rd. Sec.
Sun Mountain Highway
Klamath County
Contract No. 9784

I met with Bob Reinhard of Morse Brothers on December 10, 1984. We discussed their claim for demobilization and remobilization on the subject contract. Originally Morse Brothers had submitted a claim for $6,393.05.

Based on our meeting and a reanalysis of the claim, the contractor has agreed to settle for $3,879.00. I have attached my computation of the remobilization costs I feel are reasonable. In addition to the lump sum settlement, I recommend granting the contractor's request for time extension.

Attached:

- Contractor's Request for Time Extension
- Price Agreement No. 1
- Change Order Supporting Data
- Claim Analysis Computations
- Original Claim Data Submitted By Contractor

I recommend approval of the Price Agreement for lump sum settlement of the claim and approval of the time extension.

wlb

enc

2-25-85

W. E. Schwartz –
I concur with Region and Project Manager (DMS) and recommend a 25 C.D. time extension due to the stop work order issued.

O. B. Jackman

Approved - Orig to Const.

Dale D Allen
1/7/85

RDM RES ROE RAS RLC
RTS RECEIVED CED
RUS JAN 3 1985 RDS
RSO REGION 4 RBI
ASSIGNED

9784

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 9784

TO: Dale Allen
Region 4 Engineer

DATE: November 20, 1984

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM: C. O. Fredrickson
Construction Engineer

SUBJECT: Project Documentation

Copy
Con #

I have read the comments placed on the correspondence relating to the Mazama Jct.-Dixon Rd. project, contract number 9784. I believe there should be some clarification of how "contracts" in general must be handled, from our perspective, and what, if any, differences exist between those involving federal aid and pure "state" financing.

Any contract awarded by the Transportation Commission under our standard procedures should be constructed in accordance with our specifications, plans and special provisions. Such a procedure requires certain inspection and documentation to assure the public of compliance with those contract provisions. The contract administration procedures are subject to the same internal audit to assure that the contract has been fulfilled as awarded and the same documentation of changes, prices, quantities and quality assurance are necessary.

The only difference between the federal aid and non-federal aid projects comes when there is work done where there is no federal participation. This can be work which falls outside the scope of the original contract or can be work where the proper documentation is not provided as required by our own contract documents. In either case, the non-participating amounts must be picked up wholly with State funds.

The fact that the concern for federal participation does not exist on "state" projects should not be used to avoid either the quality assurance criteria or the necessity for documenting the procedures used. Unless there are special provisions which require lesser attention to those items, the Construction Section will expect normal procedures to be followed and will continue to advise the Region offices and Project Managers when they are not.

COF:mk

cc: W. E. Schwartz
Bill Anhorn
Bob Hector
E. L. Hardt
Jim Gix
Jack Sullivan

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 21 '84
REFER TO
FOR

81-125-1387

Contains Recycled Materials

9784

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mazama Jct.-Dixon Rd.

WEEK ENDING: September 28, 1984

SECTION PREFIX: 18-1557

HIGHWAY: Sun Mountain

COUNTY: Klamath

NAME OF JOB: Mazama Jct.-Dixon Rd.

KIND OF WORK: Pavement breakup

CONTRACTOR: Morse Brothers

CONTRACT NUMBER: 9784

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 16, 1984

DATE WORK STARTED: May 30, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS --

WORK DAYS USED --

SPECIFIED CALENDAR DAYS --

CALENDAR DAYS USED --

PROJECT AUTHORIZATION: $ 78,512.65

SPECIFIED COMPLETION DATE: 8/31/84

PERCENT OF TIME ELAPSED: 118%

EXCLUSIVE OF ENGINEERING: $ 71,655.65

ENGINEERING AUTHORIZATION: $ 6,857.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 70,000.00

ENGINEERING COST TO DATE: $ 1,850.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . . 2 %

PERCENT OF AUTHORIZATION . . . . . 27 %

DATE PROJECT WAS COMPLETED: September 25, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		
				Breakup	Finish	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				21	21			
MILES PARTIALLY COMPLETED								
MILES COMPLETED				21	21			
TOTAL ESTIMATED QUANTITIES (CONTRACT)								
TOTAL QUANTITIES CORRECTED TO DATE								
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE								
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY				1				
HOURS PER SHIFT				10				

EQUIPMENT USED DURING THE WEEK:

Bros pavement breaker
Roller
Cat Blade
Water Truck
Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9/23	Cloudy-cool			
MONDAY 9/24	Clear-cool			
TUESDAY 9/25	Clear-warm			
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Pavement breakup, M.P. 11 to 13.
TUESDAY	Reprocessing M.P. 0.0 to 1.0.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Visited project with Dale Allen, Bob Pool, and Jerry Thackery on Tuesday of this week. Project completed Tuesday, September 25, 1984.

FINAL REPORT

SIGNED Don [illegible] LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 3 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

9784

PRO

DATE: March 13, 1984

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

copy to
LH SP

SUBJECT: Request to Add Three Projects to the Six-Year Highway Improvement Program

On the consent calendar at the March 20 Commission meeting will be a request for your approval of the following projects for inclusion in the current Six-Year Highway Improvement Program.

John Day Slide Section
John Day Highway, Grant County
Description of Work:
A slide area has become active and corrective action is beyond the scope of normal maintenance.
Estimated Cost: $493,000
Recommended Funding: State

Mazama Jct.-Dixon Road Section
Sun Mountain Highway, Klamath County
Description of Work:
This work is required as part of an agreement with Klamath County and U.S. Forest Service to remove this route from the State highway system.
Estimated Cost: $121,000
Recommended Funding: State Surface Preservation

Walnut Street-Court Street (Condon)
John Day Highway, Gilliam County
Description of Work:
This project would regrade, construct base and pave. The City of Condon plans to participate by constructing new curbs and providing $15,000 to $20,000.
Estimated Cost: $170,000
Recommended Funding: State Surface Preservation (Discretionary)

I recommend approval.

RNB:KEH:pf:lks sl

bc Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
Gary A. Potter
V. E. Skoog
Dale Allen
Bob Hector
George Bell

STATE OF OREC N
HIGHWAY DIVISION

INTE .OFFICE MEMO
PRO

TO: H. S. Coulter
State Highway Engineer

DATE: March 12, 1984

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Request for Approval to Add Projects
to the Six-Year Program

On March 2, 1984 the Contract Schedule Committee approved adding the following projects to the Six Year Program.

John Day Slide Section
John Day Highway
(Slide Correction)
Grant County, Region 5
State Funds, recommended May '84 letting
Estimated Cost: $493,000

Mazama Jct.-Dixon Road Section
Sun Mountain Highway
(Scarifying of existing pavement)
Klamath County
State Funds, to complete by September '84
Estimated Cost: $121,000

Walnut Street - Court Street (Condon)
John Day Highway
(Re-grade, base, pave)
Gilliam County
State discretionary funds
Estimated Cost: $170,000

The Walnut Street-Court Street project requires your approval for use of State Preservation Discretionary funds.

All three should have Commission approval to be added to the Six-Year Program.

The three projects should be placed on the Consent Calendar for the March 20 Commission meeting. Attached is a draft letter to the Commission for your consideration.

RNB:lks

Attachment

1114

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

KLAMATH

SEE INSTRUCTIONS ON REVERSE N

SECTION	Mazama Junction - Dixon Road Sun Mountain Highway #428
KEY ID#	428
REGION	4
AUTHORIZATION NO.	1
PREFIX	118-1485
DATE	2-27-84

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX	TOTALS	$	$ 3,050
FEDERAL AID PROJECT NUMBER	PREVIOUS AUTHORIZATION		$
	ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

To prepare plans and specifications to breakup existing asphalt macadam roadway to a size that can be maintained by a grader.

1 Versteeg ✓
Anderson
Cy to Bud Adams
Cy Macnab
2 Edwards E
Terpin
3 Trout
Cy Wakerlig

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FEB 29 1984
ROAD DESIGN SECTION

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Bring Up / /
Action

cy (kr)

PREPARED BY R. T. Noble	DATE 2-27-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/24/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 2-27-84
RECOMMENDED, LOCATION ENGINEER X Frank E. Terpin	DATE 2/27/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

7724 428 N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
May 12, 1976

FILE:

FROM: J H Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: Sun Mountain Highway

TO: MEMORANDUM TO THE FILES

Dave Moehring advises that this secondary road from M.P. 24.11 to M.P. 27 needs to be resurfaced at an estimated cost of $90,000. The section from M.P. 0 to M.P. 24.11 badly needs a seal and the estimated cost is $300,000. Carl Williams reports that he is spending $100,000 annually to maintain this section of the Sun Mountain Highway.

JHV:jh

Versteeg
Olson
1 Christensen Don
Scott
Swenson
Savage
Trout

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MAY 18 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Other

REFERRED TO

Beard
Cole
Eriksen
Hager
Reed
Sample
Watson
Wolfe

Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

1984 Ana Cr.-Crane Cr. Sec., 9785
Fremont Hwy. SE of Summer
Lake (paving)

9785 4

August 1, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9785

On July 5, 1985, we wrote to you concerning release of final payment on Contract No. 9785 awarded to J. C. Compton Company for paving Ana Creek-Crane Creek Section of the Fremont Highway in Lake County.

Final payment on this contract is $1,386 and the total contract amount is $484,918.77. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

ss

cc: J. C. Compton Company
P. O. Box 768
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hatt
Dale Allen

9785

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: June 28, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9785, On Site Work Substantially Completed September 20, 1984

All Work Completed October 24, 1984

Project Ana Creek-Crane Creek

Highway Fremont

County Lake

Type of Work Paving

Contractor J. C. Compton Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

July 5, 1985 - Surety letter written.

RECEIVED
JUN 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-123-1387

9745

t

Hansen & Rowland

Insurance Brokers and Consultants

September 25, 1984

Richard Steyskal
State of Oregon
Department of Transportation
2557 Altamont Drive
Klamath Falls, OR 97601

RE: Contractor: J. C. Compton Company
Contract: 9785, Lake County, Fremont Highway, Ana Creek/Crane Creek Section
Bond No. U50 42 85, United Pacific Insurance Company

Dear Mr. Steyskal:

In respect to our interest as surety on the above bond, you are hereby authorized to release to J. C. Compton Company all or part of such retainage which you are holding and which is due them on Contract No. 9785 more fully described above.

Sincerely,

UNITED PACIFIC INSURANCE COMPANY

Tomi Lou Smith
Attorney-in-Fact

CC: J. C. Compton Company, McMinnville
State of Oregon Department of Transportation, Salem
United Pacific Insurance Company, Portland

NOTED ON CARD
10-5-84
cc Jan Petersen

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DEPARTMENT OF TRANSPORTATION

"Insurance with Emphasis!"
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9785

1

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ana Cr.-Crane Cr.

WEEK ENDING: September 22, 1984

SECTION PREFIX: 19-1555/1556/1557

HIGHWAY: Fremont

COUNTY: Lake

NAME OF JOB: Ana Cr.-Crane Cr.

KIND OF WORK: Paving

CONTRACTOR: J. C. Compton

CONTRACT NUMBER: 9785

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 16, 1984

DATE WORK STARTED: June 13, 1984

ESTIMATED COMPLETION DATE: September 20, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS --

WORK DAYS USED --

SPECIFIED CALENDAR DAYS --

CALENDAR DAYS USED --

PROJECT AUTHORIZATION: $ 596,305.17

SPECIFIED COMPLETION DATE: August 31, 1984

PERCENT OF TIME ELAPSED: 113.8%

EXCLUSIVE OF ENGINEERING: $ 549,021.06

ENGINEERING AUTHORIZATION $ 47,284.11

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 517,647.20

ENGINEERING COST TO DATE $ 31,030.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

ESTIMATED PERCENT: XXXXXXX UNDERRUN . . . . . . 8 %

PERCENT OF AUTHORIZATION 65.6%

DATE PROJECT WAS COMPLETED: 9/20/84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Seal		
			75 - 82.7 Paving	86.1 - 95 Paving	144 - 147 Paving	75 - 82.7 Seal	86-95 Seal	144-147 Seal
MILES IN PROJECT			7.70	8.90	2.67	7.70	8.90	2.67
MILES PARTIALLY COMPLETED			7.70	8.90	2.67	7.70	8.90	2.67
MILES COMPLETED			7.70	8.90	2.67	7.70	8.90	2.67
TOTAL ESTIMATED QUANTITIES (CONTRACT)			7,053	8,152	3,690	192	222	86
TOTAL QUANTITIES CORRECTED TO DATE			7,103	8,216	3,445	166	175	51
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			7,103	8,216	3,445	166	175	51
AVERAGE DAILY QUANTITIES			2,600	2,600	1,565	160	175	51
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0	0	0	0	0	0
NUMBER OF SHIFTS PER DAY			0	0	0	0	0	0
HOURS PER SHIFT			0	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy/Showers			
FRIDAY	Fair			
SATURDAY				

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CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

9/16 SUNDAY	No activity.
9/17 MONDAY	No activity.
9/18 TUESDAY	No activity.
9/19 WEDNESDAY	Sweeping chip seals.
9/20 THURSDAY	Sweeping chip seals. Work complete except for sign removal.
9/21 FRIDAY	
9/22 SATURDAY	

REMARKS

Completed sweeping of all three jobs on September 20, 1984. To remove construction signs on Tuesday, September 25, 1984.

SIGNED Richard J. Steyskal LOCATION K. Falls

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9 7 ? -   19

PROJEC, PROSPECTUS
PART 4 — SURVEY AUTHORITY

LAKE Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02284

SECTION Lakeview
~~Ana Creek~~--Crane Creek, ~~(3 Units)~~ Comb

REGION 4

Hwy # 19 SURVEY AUTHORITY

AUTHORIZATION NO.

PREFIX 19-1557

DATE 12/13/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 2,300.	$ 2,300	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	200.	200
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST	500.	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 7,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E ~~[illegible]~~
Turpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

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Action

PREPARED BY	DATE 12/14/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/3/84
RECOMMENDED, REGION ENGINEER X	DATE 12/14/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

LOC

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02282 ~~02283~~

REGION 4 ~~02284~~

SECTION Lakeview
~~Ana Creek~~-Crane Creek, ~~(3 Units)~~ Comb

STATE HIGHWAY # 19	HIGHWAY NAME Fremont	MILE POST FROM ~~75.0~~ ~~86.1~~ 144.1 TO ~~82.7~~ ~~95.0~~ 146.8	LENGTH ~~19.3 mi.~~
☐ URBAN ☒ RURAL	CITY	COUNTY Lake	
ROUTE # OR 31/US 395	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 10.	GRADING	(✓)		FILES	(#)	0
RIGHT OF WAY		$	PAVING	(✓)	X	ACRES	(#)	0
ROADWAY	$ 501.		STRUCTURES	(✓)		RELOCATIONS	(#)	0
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 15.					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A
10% ~~40%~~ ENGINEERING & CONTINGENCIES	$ 52. ~~206.~~		DESIGN CATEGORY	(1-7)	6	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 568. ~~722.~~	WORK TYPE	(1-12)	4	☒ CONTRACT ☐ STATE FORCE		☐ OTHER
TOTAL ESTIMATE		$ 578. ~~732.~~				☐ CITY FORCE ☐ COUNTY FORCE		

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 /85	RECOMMENDED FUNDING SOURCE STATE	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	360-2,000	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

A need to preserve these sections of highways prior to more extensive damage that would require more costly repairs.

PROPOSED SOLUTION

Pave with thin (1¼-1½ inch) overlay.

REQUESTED, REGION ENGINEER X	DATE 12/14/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Ana Creek--Crane Creek (3 Units)	KEY ID # 02284
	REGION 4

PROJECT JUSTIFICATION

As per "Special 1983-85 Surface Preservation and Maintenance Program."

ADMINISTRATION RECOMMENDATION

272

191

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02283

SECTION Harvey Ranch - Paisley, Comb
~~Ana Creek--Crane Creek (3 Units)~~

LAKE CO.

REGION 4

Hwy # 19 SURVEY AUTHORITY

AUTHORIZATION NO.

PREFIX 19-1556

DATE 12/13/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 2,300.	$ 2,300	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	200.	200
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST	500.	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

TOTALS	$	$ 7,700
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Turpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

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Bring Up / /
Action

PREPARED BY	DATE 12/14/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/2/84
RECOMMENDED, REGION ENGINEER X	DATE 12/14/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Harvey Ranch - Paisley, Comb ~~Ana Creek Crane Creek (3 Units)~~			KEY ID # 02282 ~~02283~~
			REGION 4 02284
STATE HIGHWAY # 19	HIGHWAY NAME Fremont	MILE POST FROM ~~75.0~~ 86.1 ~~144.1~~ TO ~~82.7~~ 95.0 ~~146.8~~	LENGTH ~~19.3 mi.~~
☐ URBAN ☒ RURAL	CITY	COUNTY Lake	
ROUTE # OR 31/US 395	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 10. ½
RIGHT OF WAY		$
ROADWAY	$ 501.	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 15.	
	$	
10% ~~40%~~ ENGINEERING & CONTINGENCIES	$ 52. ~~206.~~	
TOTAL CONSTRUCTION		$ 568. ~~722.~~
TOTAL ESTIMATE		$ 578. ~~732.~~

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	6
WORK TYPE	(1-12)	4

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 /85	RECOMMENDED FUNDING SOURCE STATE	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	360-2,000	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

A need to preserve these sections of highways prior to more extensive damage that would require more costly repairs.

PROPOSED SOLUTION

Pave with thin (1¼-1½ inch) overlay.

REQUESTED, REGION ENGINEER X	DATE 12/14/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02283

SECTION Ana Creek--Crane Creek (3 Units)

REGION 4

PROJECT JUSTIFICATION

As per "Special 1983-85 Surface Preservation and Maintenance Program."

ADMINISTRATION RECOMMENDATION

19

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

LAKE Co.

KEY ID# 02282

SECTION ~~Hinkler Ranch, Cont~~
Ana Creek--~~Crane Creek (3 Units)~~

REGION 4

Hwy #19 SURVEY AUTHORITY

AUTHORIZATION NO.

PREFIX 19-1555

DATE 12/13/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 2,300.	$ 2,300	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,[illegible]
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	200.	200
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING		
910 REGION GEOLOGIST	500.	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 9,300
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Turpin
3 Trent
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY Hardom	DATE 12/14/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/3/84
RECOMMENDED, REGION ENGINEER X	DATE 12/14/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

LOC

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02282 ~~02283~~
REGION 4 02284

SECTION Minkler Ranch, Comb
Ana Creek--~~Crane Creek (3 Units)~~

STATE HIGHWAY # 19	HIGHWAY NAME Fremont	MILE POST FROM 75.0 ~~86.1~~ ~~144.1~~ TO 82.7 ~~95.0~~ ~~146.8~~	LENGTH 19.3 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Lake	
ROUTE # OR 31/US 395	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 10.
RIGHT OF WAY		$
ROADWAY	$ 501.	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 15.	
	$	
10% ~~40%~~ ENGINEERING & CONTINGENCIES	$ 52. ~~236.~~	
TOTAL CONSTRUCTION		$ 568. ~~722.~~
TOTAL ESTIMATE		$ 578. ~~732.~~

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	6
WORK TYPE	(1-12)	4

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY
☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 /85	RECOMMENDED FUNDING SOURCE STATE	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	360-2,000	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM
A need to preserve these sections of highways prior to more extensive damage that would require more costly repairs.

PROPOSED SOLUTION
Pave with thin (1¼-1½ inch) overlay.

REQUESTED, REGION ENGINEER
X DATE 12/14/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS
X DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION
X DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Hinkley Ranch, Conn Ana Creek--~~Grane Creek (3 Units~~)	KEY ID # 02282
	REGION 4

PROJECT JUSTIFICATION

As per "Special 1983-85 Surface Preservation and Maintenance Program."

ADMINISTRATION RECOMMENDATION

1984 Thompson Cr. Culvert 9786
Sec., Mapleton-Jct. City Hwy.
(grading, paving, culvert)

9786

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 2 - 4 - 86	REPORT MADE BY C.O. Fredrickson, Const. Engineer		PROJECT NO. BRS-114(5)
COMPLETION DATE (Actual) 10 - 15 - 84	ACCEPTANCE DATE BY CONRTACT AGENCY 8 - 26 - 85	TIME ELAPSED 115 %	CONTRACT TIME 130 C.D.

#9786

LOCATION

Thompson Creek Culvert Sec. of Mapleton-Junction City Hwy. approx. 5 miles east of Mapleto

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STAT HWY ENGR
FEB 13 '86
REFER TO
Fredrickson
FOR

Info	Inves		D/R	Sign	Act	File

by 2/18

NOTED
W. E. SCHWARTZ

1. Description of Improvement as Programed:
   - A. Roadbed grading, aggregate base and asphalt concrete pavement construction.
   - B. Guardrail construction.
   - C. Bridge Removal.
   - D. Structural plate arch culvert construction.
   - E. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Causey's Grading Service
3. Contract Amount: $157,845.53
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C.O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE Original Signed By K. HOSSNER Field Operations Engineer	
TITLE	DATE FEB 12 1986	TITLE	DATE FEB 12 1986

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

.9786

N

November 21, 1985

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 5
#9786

On September 9, 1985, we wrote to you concerning release of final payment on Contract No. 9786 awarded to Causey's Grading Service, Inc. for work on the Thompson Creek Culvert Section of the Mapleton-Junction City Highway in Lane County.

Final payment on this contract is $5,143 and the total contract amount is $157,845.53. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Causey's Grading Service, Inc.
P.O. Box 925
Salem, OR 97308

bc: C. O. Fredrickson
Walt Hart
James J. Gix

FKN:arc

NOTED ON CARD
11-21-85ar

9786

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: August 26, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9786, On Site Work Substantially Completed October 15, 1984

All Work Completed January 14, 1985

Project Thompson Creek Culvert

Highway Mapleton-Junction City

County Lane

Type of Work Grading, Paving and Culvert

Contractor Causey's Grading Services, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-9-85 - surety letter written (ac)

noted
RGormsen

RECEIVED
AUG 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9786

Transamerica
Insurance Services

Transamerica Insurance Group
Lloyd Building, Suite 800
700 N.E. Multnomah Stre
Portland, Oregon 97232
(503) 233-6571

June 17, 1985

Robert W. Gormsen, Manager
Commission SVCS
Department of Transportation
Transportation Building
Salem, OR 97310

RE: CAUSEY'S GRADING SERVICE, INC.
CONTRACT NO. 9786 - GRADING, PAVING & COVERT ON
THOMPSON CREEK MAPLE JUNCTION CITY HIGHWAY LANE
COMPANY

Dear Robert:

We received back from you our General Status Inquiry regarding the above contract. On it you indicated the amount completed to date was $152,702.53. Back in December we were advised by the agent that the job has been completed and final payment was released.

Would you please advise if the job has in deed been completed and let us know when the approximate date of completion was, the final acceptance date and the final contract price.

Your reply will be greatly appreciated.

Regards,

Dave Paloma

Dave Paloma
Bond Underwriter

DP/pg

RECEIVED
JUN 25 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OK.
I talked w/ surety.
No action needed
6.25.85

RECEIVED
STATE HWY ENGR
APR 18 '85
REFER TO Fredrickson
FOR
File
Act
Sign
D/R
R/D
Inves
Info

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION OF FEDERAL-AID PROJECT
CONSTRUCTED UNDER 23 U.S.C. 117

#9786

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. 4/12 BRS-114(5)	**2. COUNTY** Lane	**3. STATE** Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construct roadbed, aggregate base and asphalt concrete pavement, guard rail installation, bridge removal and installation of a structural plate arch culvert on the Thompson Creek Culvert Section of the Mapleton - Junction City Highway.

Work Completed 10-15-84

5. CONTRACTOR'S NAME Causey's Grading Service, Inc.	**6. CONTRACT AMOUNT** $ 149,696.00

7. NOTICE OF COMPLETION: *The above listed project has been completed and is ready for final inspection.*

Bruce M. Walton

SIGNATURE *(SHA OFFICIAL)* for C. O. Fredrickson

TITLE Construction Engineer

NOTED
W. E. SCHWARTZ
4-11-85

8. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY W. N. Bryant, Area Engineer	**9. DATE OF INSPECTION** 1-9-85

10. IN COMPANY WITH

Bill Quinn and Doug Green, Oregon State Highway Division

11. REMARKS

THOMPSON CREEK CULVERT
MAPLETON - JUNCTION CITY HIGHWAY
Grading, Paving, & Culvert

Work completed under this project consisted of the removal of an existing bridge, roadbed grading, aggregate base and asphalt concrete pavement construction, installation of a structural plate arch culvert, and installation of guardrail.

A contract in the amount of $149,696 was awarded Causey's Grading Service, Inc. on 4/27/84. Work began on 6/7/84 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes on 10/15/84 at a final cost of $190,302.41 which includes $159,703.83 for original bid item work, completed under approved price agreements, $2,403.48 for State force work, $30,000 for construction engineering to date and a credit of $2,850 for liquidated damages assessed.

A total of 149 calendar days were used in completing the work as compared to the 130 calendar days allowed under the contract. Liquidated damages in the amount of $2,850 have been assessed accordingly.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements. Acceptance of the contract work is recommended.

12. SIGNATURE Wallace N P Bryant	**13. TITLE** Area Engineer	**14. DATE** 4-12-85

Form FHWA-1446C
(Rev. 2-79)

9736

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-187	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Lane
MODIFICATION NUMBER 4		Project Number BRS-114(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 21, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 188,267.00	$ 197,480.00
Federal funds	$ 150,613.00	$ 157,984.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of March, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ____________________

Manager, Program Section
(Title)

~~XX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 20, 1985

FEDERAL AID PROJECT NO. BRS-114(5)

Thompson Creek Culvert
Mapleton-Junction City Hwy.
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROW
Right-of-way

All Required	$ 1,500.00
Subtotal	$ 1,500.00
Acquisition Expense	500.00
TOTAL	$ 2,000.00

TYPE CODE Y007
Culvert (Sta. 21+50 to Sta. 31+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Barricades	$ 80.00	5	$ 400.00	8	$ 640.00
Structural Concrete, Class 3300	300.00	55	16,500.00	81.42	24,426.00
SUBTOTALS			$16,900.00		$25,066.00

Increase	$ 8,166.00
Subtotal from Estimate of January 11, 1985	165,086.00
Subtotal	$ 173,252.00
Engineering	22,228.00
Total	$ 195,480.00

Length of Roadway ---------------- 0.00 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Contract	$195,480.00	$156,384.00	$39,096.00
R/W	2,000.00	1,600.00	400.00
TOTAL	$197,480.00	$157,984.00	$39,496.00

Group 1: 100%
Contract No. 9786
Prefix: 120-1902
Prefix: 120-1088
Prefix: 120-2534
Appn Code: 114

WH:me

9726

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-129		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 3		Project Number BRS-114(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 180,077	$ 188,267
Federal funds	$ 144,061	$ 150,613
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of January, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Henry C. Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 11, 1985

FEDERAL AID PROJECT NO. BRS-114(5)

Thompson Creek Culvert
Mapleton-Junction City
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROW

Right of Way	All Required	$ 1,500.00
	Subtotal	$ 1,500.00
	Acquisition Expense	500.00
	Total	$ 2,000.00

TYPE CODE Y007
Culvert (Sta. 21+50 to Sta. 31+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Structural Concrete Class 3300	$ 300.00	55	$16,500.00	82.3	$24,690.00
SUBTOTALS			$16,500.00		$24,690.00

Increase	$ 8,190.00
Subtotal from estimate of May 9, 1984	156,896.00
Subtotal	$165,086.00
Engineering	21,181.00
Total	$186,267.00

Length of Roadway ------------------- 0.00 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Contract	$ 186,267.00	$ 149,013.00	$ 37,254.00
R/W	2,000.00	1,600.00	400.00
TOTAL	$ 188,267.00	$ 150,613.00	$ 37,654.00

Group 1: 100%
Contract No. 9786
Prefix: 120-1902
Prefix: 120-1088
Prefix: 120-2534

WH:me

97.86

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
10-275

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-1-84

Form Approved; O M B No. 04-R2089

State: Oregon

County: Lane

Project Number: BRS-114(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 21, 1986, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 180,077	$ 180,077
Federal funds	$ 180,077	$ 144,061 Appn Code 114

Other revisions

(Note: Additional Federal Funds collected - $14,276.74)

This modification is made for the following reasons:

"The project agreement executed 6-21-83, and modified on 5-18-84 is modified to decrease Federal-aid participation to 80 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

THOMPSON CR. CULVERT
LANE CO.
120-1088

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

.9786

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-121	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Lane
MODIFICATION NUMBER 1	5-18-84	Project Number BRS-114(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 28, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,000.00	$ 180,077.00
Federal funds	$ 1,600.00	$ 144,061.00
Other revisions		

This modification is made for the following reasons:

To add contract amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of May, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A Potter

(Title)

~~By~~ For: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Open File

Oregon State Highway Division
Salem, Oregon May 9, 1984

Federal-Aid Project No. BRS-114(5)

Thompson Creek Culvert
Mapleton-Junction City
Lane County

Revised Project Agreement Estimate

Type Code ROW

Right of Way	All Required		$ 1,500.00
		Subtotal	$ 1,500.00
		Acquisition Expense	500.00
		Total	$ 2,000.00

Type Code Y007
Culvert (Sta. 21+50 to Sta. 31+00

Mobilization		All Required		$ 24,528.00
Temporary Protection and Direction of Traffic		All Required		3,000.00
Temporary Signs	183	Sq. Ft.	9.00	1,647.00
Temporary Barricades	5	Each	80.00	400.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	150	Lin. Ft.	6.50	975.00
Temporary Concrete Barriers, Reflectorized	225	Lin. Ft.	18.00	4,050.00
Temporary Delineators	15	Each	15.00	225.00
Temporary Reflective Pavement Markers	32	Each	2.00	64.00
Flaggers	300	Hour	10.00	3,000.00
Embankment in Place	2,890	Cu.Yd.	6.00	17,340.00
1"-0 Aggregate Base	1,200	Ton	10.20	12,240.00
Class "C" Asphalt Concrete	1,000	Ton	35.00	35,000.00
Guard Rail, Type 2A	900	Lin. Ft.	7.75	6,975.00
Guard Rail Anchors, Type 1	4	Each	120.00	480.00
Rail End Pieces, Type C	4	Each	168.00	672.00
Extra for Asphalt Approaches	4	Each	100.00	400.00
Loose Riprap, Class 100	50	Cu. Yd.	25.00	1,250.00
Bridge Removal Work		All Required		2,000.00
Shoring, Cribbing, Etc.		All Required		100.00
Structure Excavation	150	Cu. Yd.	20.00	3,000.00
Special Wall Backfill	50	Cu. Yd.	15.00	750.00
Structural Concrete, Class 3300	55	Cu. Yd.	300.00	16,500.00
Reinforcement	3,100	Lb.	1.00	3,100.00
15'-0"x7'-9" Structural Plate Arch	1	Each	12,000.00	12,000.00
			Total	$149,696.00

Anticipated Items

Railroad Protective Cost	All Required		$ 4,500.00
Permanent Signing	All Required		200.00
Permanent Pavement Striping	All Required		1,500.00
Roadside Seeding and Mulching	All Required		1,000.00
		Total	$ 7,200.00
		Subtotal	$156,896.00
		Engineering	~~14,121.00~~ 21,181.00
		Total	$178,077.00

Length of Roadway .... 0.00 mi.

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Contract	$178,077.00	$142,461.00	$35,616.00
R/W	2,000.00	1,600.00	400.00
TOTAL	$180,077.00	$144,061.00	$36,016.00

Group 1: 100%
Contract No. 9786
Prefix: 120-1902
Prefix: 120-1088
Prefix: 120-2534

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-108	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** [illegible]	State Oregon County Lane Project No. BRS-114(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

OR 36; 4.7 mi. N. of Mapleton

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	5-24-83	0.05
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT $ 2,000.00	FEDERAL FUNDS $ 1,600.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 6-21-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon June 17, 1983

Federal-Aid Project No. BRS-114(5)

Thompson Creek Culvert Section
Mapleton-Junction City Highway
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code ROWA
Right-of-Way (Sta. 25+00 to Sta. 28+00)

Right-of-Way	All Required	$ 1,500.00
	Subtotal	$ 1,500.00
	Acquisition Expense	500.00
	Total	$ 2,000.00

Length of Project	0.05 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right-of-Way	$ 2,000.00	$ 1,600.00	$ 400.00
Retain in Program Contract Work	210,000.00	168,000.00	42,000.00
	$ 212,000.00	$ 169,600.00	$ 42,400.00

Group 1 100%
Prefix: 120-2534

rll

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

RECEIVED
STATE HWY ENGR
JAN 15 '85

REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

(Check appropriate box)

☐ INITIAL INSPECTION

1- 1- [illegible]

☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

XX FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon

IN COMPANY WITH
Bill Quinn and Doug Green; OSHD

DATE OF INSPECTION 1/9/85	INSPECTION MADE BY W. N. Bryant Area Engineer W. N. Bryant, Area Engineer	PROJECT NO. BRS-114(5)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK SEE BELOW	TIME ELAPSED 115 %	WORK COMPLETED 100 %

THOMPSON CREEK CULVERT
MAPLETON - JUNCTION CITY HIGHWAY
Grading, Paving & Culvert

NOTED
W. E. SCHWARTZ

Work completed under this project consisted of the removal of an existing bridge, roadbed grading, aggregate base and asphalt concrete pavement construction, installation of a structural plate arch culvert, and installation of guardrail.

A contract in the amount of $149,696 was awarded Causey's Grading Service, Inc. on 4/27/84. Work began on 6/7/84 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 10/15/84 at a final cost of $190,302.41 which includes $159,703.83 for original bid item work, $1,045 for work completed under approved price agreements, $2,403.48 for State force work, $30,000 for construction engineering to date and a credit of $2,850 for liquidated damages assessed.

A total of 149 calendar days were used in completing the work as compared to the 130 calendar days allowed under the contract. Liquidated damages in the amount of $2,850 have been assessed accordingly. To date the contractor has not requested a time extension on this project.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements.

Based on the results of this inspection final acceptance of the contract work is recommended.

Form FHWA-1446A
(Rev. 2-84)

9786

Report # 28

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Thompson Creek Culvert

WEEK ENDING: December 22, 1984

SECTION PREFIX: 120-1088

HIGHWAY: Mapelton- Junction City

COUNTY: Lane

NAME OF JOB: Thompson Creek Culvert

KIND OF WORK: Grading, Paving, & Culvert

CONTRACTOR: Causey's Grading Service, Inc.

CONTRACT NUMBER: 9786

FEDERAL AID PROJECT NUMBER: BRS-114(5)

DATE OF CONTRACT: April 27, 1984

DATE WORK STARTED: June 7, 1984

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN

SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 130

CALENDAR DAYS USED 1 49

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 115

PROJECT AUTHORIZATION: $ 178,076.96

EXCLUSIVE OF ENGINEERING: $ 163,956.32

ENGINEERING AUTHORIZATION $ 14,120.64

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 164,750.03

ENGINEERING COST TO DATE $ 30,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 109

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 9 %

PERCENT OF AUTHORIZATION 212 %

DATE PROJECT WAS COMPLETED: October 15,1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.2	0.2			0.2
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,890 C.Y.	1,200 Ton			1,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE	2,800	1,373			968
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,800	1,373			968
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE F CAE .... RECEIVED LS...... TC......
COE.... OM.... SA...... CC......
OE .... DEC 26 1984 FE ...... CP ......
CA .... POC ....
CAM .... CONSTRUCTION OCS..........
EEO..... .... SECTION FILE. ....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity this Week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

First Notification - 6/7/84

Second Notification - 10/15/84

Semi-Final Submitted - 12/14/84

This will be the last report

SIGNED DWGreene LOCATION Eugene

D.W. Greene, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9726 1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 20074	1. FEDERAL-AID PROJECT NO. BRS-114(5) 2. STATE PROJECT NO. See Below 2A. COUNTY NAME Lane

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/9/84	8. FEDERAL ROUTE NUMBER Secondary 114	9. STATE ROUTE NUMBER Secondary 229

10. GENERAL LOCATION:

Thompson Creek Culvert

11. GENERAL DESCRIPTION OF WORK

Temporary striping and stripe removal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/9/84 as requested in Mr. Fredrickson's letter of 11/2/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $1,000; Federal Funds $800.

RECEIVED
STATE HWY ENGR
NOV 27 '84
REFER TO Potter
FOR
Info	Inves	R/D	D/R	Sign	Ltr	File

Asg to 11/27

14. DATE 11/26/84	15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

978[illegible] 1

STATE OF OREGON **INTEROFFICE MEMO**
RAILROAD & UTILITY UNIT 378-6511 ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: April 13, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT:
Easement Document
Thompson Creek Culvert Section
Mapleton-Junction City Highway
Lane County
ODOT Agreement No. RR-1146
ROW File 53355

RAILROAD COMPANIES
FILE No. 1146

Attached is the State's fully executed counterpart of an easement document relating to our project at the subject location.

RDT/nv
Attachment - Original
cc: James Gix -w/copy
Bruce Boyd - w/copy
Neil Flanagan - w/copy
Wayne Cobine - w/2 copies

NOTE TO BOYD: If this document is recorded, please advise me of the recording data.

[illegible] 5P -

[illegible] & OTC [illegible]

7/5/84 [illegible] book pg 7

81-125-1307

9786

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: April 2, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

RAILROAD COMPANIES
FILE No. ....

SUBJECT:

Thompson Creek Culvert Section
Mapleton-Junction City Highway
Lane County
ODOT Agreement No. RR-1146
Project No. BRS-114(5)

Attached is the State's fully executed counterpart of a service contract between the Southern Pacific Transportation Co. and the Highway Division providing for engineering inspection and any protection of railroad facilities necessary as a result of the subject project.

RDT/nv
enclosure
cc: D. E. Wilken w/copy
C. O. Fredrickson
J. J. Gix w/copy

NOTE TO GIX: If you haven't already done so, please have an Order for State Force work prepared and submitted for this work.

4/6/84 [illegible]

9786

P

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-114(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20074

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR
Info
File

7. DATE AUTHORIZATION EFFECTIVE 3/21/84

8. FEDERAL ROUTE NUMBER Secondary 114

9. STATE ROUTE NUMBER Secondary 229

10. GENERAL LOCATION:
Thompson Creek Culvert Section

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 3/19/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

Total estimated cost of $168,900. Regular Federal-aid matching ratio, appropriation code 114 in amount of $135,120 and increased Federal share (P.L. 97-424 Section 145) appropriation code 11R in amount of $33,780.

I accept the certification of Mr. Rod Henry dated 3/15/84 that provisions of FHPM 7-5-1 have been complied with.

14. DATE 3/21/84

15. SIGNATURE OF APPROVING OFFICIAL Robert B Hathaway

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9786 1

RAILROAD COMPANIES
FILE No. [illegible]

February 7, 1984

Mr. H. B. Berkshire
Southern Pacific Transportation Co.
One Market Street
San Francisco, CA 94105

Right of Entry Permit
Thompson Creek Culvert Section
Mapleton-Junction City Highway
Lane County
ODOT Agreement RR-1146
SPTC File 913483/331-1

Dear Mr. Berkshire:

Attached is SPTC's copy of the fully-executed right of entry regarding the subject project.

I have prepared a Service Contract covering your engineering inspection and protection of railroad facilities as requested. It is now circulating for approval. The duplicate originals will be sent to you in the near future for execution.

Thank you for your cooperation in this matter.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Attachment
cc: D. M. Forney, SPTC Portland - w/copy

bc: Jim Gix -w/copy
Neil Flanagen - w/copy
Wayne Cobine - w/copy (2)
Robert Gormsen -w/our original

7786

[illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: Division of State Lands

DATE: ~~May 17, 1983~~ 6-20-83

FROM: Charles V. Liles, Administrator
OSDA Division of Soil & Water Conservation Charles V. Liles

SUBJECT: Additional Comments on OREGON STATE HWY. DIVISION #363 RF 3761

Thompson Creek Culvert Sec
Mapleton-Junction City Hwy
Lane Co

The flow capacity of the existing bridge is considerably greater than the tube that is to replace it. The district wonders if the capacity of the tube is sufficient to handle water flow from major storms. They would also like to know who the Highway Division plans to prevent debris (floating trees, limbs, etc.) from plugging the new tube.

Please contact the Siuslaw SWCD for additional information.
SIUSLAW SWCD
954 W. 13th Avenue
Eugene, OR 97402
Phone: 687-6436

6-20-83
Dave Bryson visited w/ S&WC.
He said they were now satisfied
& accepted our design.
Don T.

RECEIVED
MAY 18 1983
DIVISION OF STATE LANDS

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
✓ Terpin
Trout T

RECEIVED
MAY 25 1983
ROAD DESIGN SECTION

Wakerlig

Do Not File ☐
Return To
Bring Up / /
Action

Frank Terpin
Please handle directly
with soil & water & keep
me advised so I can deal
with DSL for the permit.
Don Trout

9786

N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: June 7, 1983

David W. Bryson

FROM: David W. Bryson, P.E.
Hydraulics Engineer

SUBJECT: Thompson Creek Culvert
Mapleton-Junction City Highway
(M.P. 4.67)
Lane County

During the permit process comments were received from the Suislaw SWCD via the Division of State Lands. The attached memo explains the concerns of the Suislaw SWCD. The district was contacted and they referred me to Joe Waite (Ph. 997-3074). Mr. Waite was contacted and it was explained to him that the proposed structural plate arch has adequate capacity to convey the 50-year and 100-year floods. It was also explained to Mr. Waite that the site has not had a history of debris problems, and that the proposed structure is large enough to pass debris if a problem does develop. With this information, Mr. Waite seemed satisfied as to the adequacy of the proposed arch.

DWB:ge
Attachment
cc Frank Terpin w/att
    Donald Trout "

Contains Recycled Materials

9786

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-144(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20074

6. TO

5-24-83

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/24/83

8. FEDERAL ROUTE NUMBER Secondary 114

9. STATE ROUTE NUMBER Secondary 229

10. GENERAL LOCATION:
Thompson Creek Culvert Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requestd by Mr. Potter's letter of 5/13/83 you are authorized to proceed with all phases of right-of-way acquisition for File No. 53355 as shown on R/W map RR 9B-22-19 at a TEC of $2,000 Federal Funds $1,600.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAY 27 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
5/27

14. DATE 5/24/83

15. SIGNATURE OF APPROVING OFFICIAL John A. Wickman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9786

P

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: May 13, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 20074
Project No. BRS-114(5)
Thompson Creek Culvert Section
Lane County

Enclosed is data consisting of PR-1 forms, sketch maps, and railroad encroachment map 9B-22-19 for the subject project.

I request authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $2,000 with an obligation of $1,600 in Federal funds. The right-of-way to be acquired consists of a permanent easement as outlined in yellow on the enclosed right-of-way map and does not involve relocation assistance.

CL:bks
Enc.
cc: J.B. Boyd
F. Lowe
General Files

Form 734-3122

9786

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Eugene, Oregon

April 15, 1983

FILE:

229

FROM: L. D. Lindley for D. W. Greene
Project Manager

TO: Donald R. Adams
Final Design Engineer

SUBJECT: Plan Review
Thompson Creek Culvert
Mapleton-Junction City Hwy.
Lane County

We have reviewed the plans for the subject project and are making following recommendations:

1. Typical Section, sheet 2 - variable distance should read 0 - 8', not 0 - 80'.
2. No stage drawings are shown.
3. Section 111.11 (1) Amber Flashers: Consideration should be given to allowing the contractor to use batteries, as the nearest power sources are 0.5 miles west and 0.8 miles east of Thompson Creek Road.

REFERRED TO

........Watson ....1.... Mann RFM
........Cole .... Stoudenmeyer ....
........Erikson .... King ....
2 Beard WGB.... Dorn .... Leu ....
Return Discuss [✓ Do] File Due ....
By FINAL DESIGN ENGINEER

RECEIVED

APR 18 1983

ROAD DESIGN SECTION

........Versteeg ....
........Anderson ....
1 ....Adams ....
........Llacnab ....
........Stoudenmeyer ....
........Torpin ....
........Trout ....
........Wakerlig ....

Do Not File ☐
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Action ....

LDL:km

cc: Region
File

9776 Sec. 229N

ROAD DESIGN SECTION . 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

April 13, 1983

J. H. Versteeg
Road Design Engineer

File 53355
Thompson Creek Culvert Section
Mapleton-Junction City Highway
Lane County

Attached is a description (1 file) and an authorization covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9786

P.

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

January 21, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Thompson Creek Bridge
Mapleton-Junction City Highway
Lane County
BRS-114(2)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachments (3)

Richard R. Arnold 1/24/83
for Division Administrator Date

ENVIRONMENTAL SECTION
January 25, 1983

cc: J. B. Boyd
J. H. Versteeg
Keats Oliver
L. E. George
D. E. Swan
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design
General Files
James Gix
Gerald Parker
Eliot Parker
Larry Asburry

Form 734-3122

PROJECT RECORD

Date January 20, 1983

Project Class II Federal-Aid No. BRS-114(2) Prefix 120-1902

Section THOMPSON CREEK BRIDGE Hwy. Mapleton-Junction City

Hwy. No. 229 Region 3 County Lane City

Project Mileposts 4.67 Program Estimate 189,200 Funding Source HBRR

Project Description The proposed project is to replace the existing untreated timber structure with a concrete slab-span structure and construction new approaches. Traffic staging will be necessary. A structure width of 32 feet is proposed. This is consistent with the width of the existing roadway. No future plans for upgrading in the current 6-year program.

Study Requirements

	Req'd	Completed		Req'd	Completed
Public Hearing	NO		Section 4(f)	NO	
Right-of-Way Data	NO		Noise Study Report:		
Traffic Data	MAYBE		Statewide	NO	
Wetlands Finding	NO		Short Form	NO	
Wetlands Analysis	NO		Regular	NO	
Endangered Species List	NO		Indirect Source Permit	NO	
Biological Assessment	NO		Coast Guard Permit	NO	
Cultural Resources:			Section 404 Permit	NO	
Archeology	NO		Cultural Clearance	YES	
Historical	NO		Noise Clearance	YES	

Processing Record

PCR: Received 1-7-83 To FHWA 1-21-83 FHWA Appr. ________ Distribution ________

Draft Document: To Study Comittee ________ To Tech. Serv. Engr. ________

Tech Serv. Engr. Appr. ________ To FHWA ________ FHWA Appr. ________

Distribution ________ Comments Due: State ________ Federal ________

Final Document: To Study Committee ________ To Tech. Serv. Engr. ________

Tech. Serv. Engr. Appr. ________ To FHWA ________ FHWA Appr. ________

Distribution ________

Clearance Date ________ Advance Date ________

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE'

KEY ID #

SECTION THOMPSON CREEK BRIDGE

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS Additional right-of-way is needed in the form of construction easements. The existing structure and the aubtting highway section are on SPRR right-of-way under an easement granted to OSHD on or about 1934. The replacement structure would be on existing alignment. SPTC has been contacted about the proposed work, including the detour, and they consider it to be part of OSHD maintenance of the section. They have no objections.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Only temporary, construction-related impact, project replaces existing structure.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project would require a detour during construction. There may also be occasional short-term delays. This should cause minimal inconvenience. The replacement structure would be safer and easier to maintain.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Installation and removal of the detour and removal of the old structure would cause temporary disturbance and turbidity. New construction could also cause some disturbance. Fresh concrete will be kept out of the live stream, and normal erosional safeguards will be taken. The project site will be groomed and restored upon completion.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

According to 23 CFR 771.115, since this project requires only a minor amount of right-of-way in the form of construction easements, and is limited to replacing the existing bridge without altering traffic capacity, a Categorical Exclusion is called for.

OTHER DOCUMENTATION

Division of State Lands Permit
Corps of Engineers Permit
Cultural Clearance

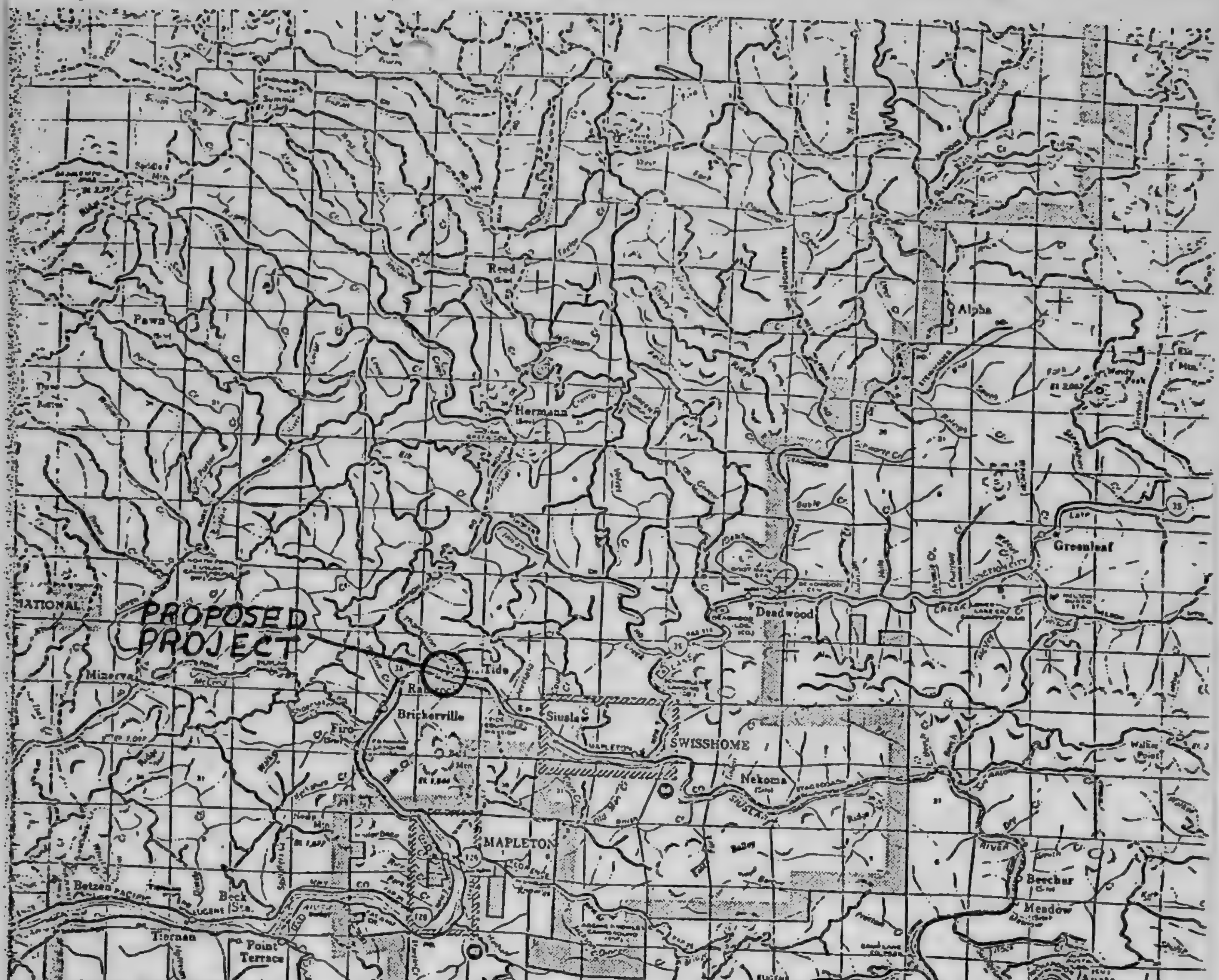
PREPARED BY

X Eh Engelmann

TELEPHONE NUMBER

378-8486

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE


PROPOSED PROJECT
Reed
Alpha
Pawn
Hermann
Greenleaf
Deadwood
NATIONAL
Minerva
Tide
Brickerville
Firo
Siuslaw
SWISSHOME
Nekoma
MAPLETON
Betzen
Beck Sta.
Tiernan
Point Terrace
FOREST
Beecher
Meadow
Richardson
Linslaw
Austa
Kirbro
Earl
DOUGLAS
R 9 W
COUNTY
R 10 W
R 8 W
N
ARRANGEMENT OF SHEETS FOR LANE COUNTY

9786

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-114(2)
Thompson Creek Bridge - Lane County

Date: December 20, 1982

From: Division Administrator

Reply to Attn. of: HPD.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Mr. Swan's December 14, 1982 memorandum requested an increase in preliminary engineering costs due to unanticipated right-of-way acquisition. Our approval of this project on 5/12/82 was based on the statewide categorical exclusion approved 2/25/80. Since right-of-way acquisition is now involved, this project does not qualify under the statewide categorical exclusion.

Action on this request is being withheld until an individual project classification action for this project is processed.

Richard R. Arnold
for Dale E. Wilken

NOTED
H. S. COULTER

cc:
OSHD (Gary Potter, Env.)
OSHD (D. E. Swan, Proj. Mgt)

RECEIVED
STATE HWY ENGR
DEC 21 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7226 229

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

SECTION Thompson Creek Bridge	KEY ID#
	REGION 3

Mapleton – Junction City Highway #229

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	2	120-1902	11-16-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		4,500	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,500	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		5,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		300	932 RAILROAD & UTILITIES		200			
						TOTALS	$ 36,300	$ 36,300
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$ 22,400.
FEDERAL AID PROJECT NUMBER BRS – 114(2)						ADD. AUTH. REQUIRED		$13,900

LOCATION ENGINEER'S REMARKS

1 ✓
2 3 Adm A
4 A

Becky Watson

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FEB 22 1983
ROAD DESIGN SECTION

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PREPARED BY D. W. Greene, Project Manager	DATE 11-16-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/11/83
RECOMMENDED, REGION ENGINEER X	DATE 11-22-82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 2-16-83
RECOMMENDED, LOCATION ENGINEER X	DATE 2/9/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 5-12-82 1-25-83	

11-6

N

STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: October 29, 1982

David W. Bryson

FROM: David W. Bryson, P.E.
Assistant Hydraulics Engineer

SUBJECT: Thompson Creek Bridge
Mapleton-Junction City Highway, M.P. 4.67
Lane County

The proposed project will replace an existing 57-foot timber structure consisting of three 19-foot spans. The horizontal alignment of the highway may be shifted slightly toward the Siuslaw River.

HYDROLOGY

Thompson Creek is a north-south tributary of the Siuslaw River and drains an area of approximately 2.7 square miles above the bridge site. Since there is no stream gage data available for Thompson Creek, the recurrence interval vs. peak discharge relationship listed below was determined from the North Coast Basins chart contained in the O.S.H.D. Hydraulics Manual.

Recurrence Interval	Peak Discharge
500-year	930 cfs
100-year	620 cfs
50-year	540 cfs
25-year	450 cfs
10-year	360 cfs
5-year	290 cfs

Gerald Phillips, Maintenance Section Supervisor, was contacted and he stated there has been no debris problem or any other problem associated with high water at this crossing. To his knowledge, the floodwaters have not overtopped Thompson Creek Road, which is the county road paralleling the creek. Also, the highest waters at the crossing are from backwater from the Siuslaw River.

HYDRAULIC DESIGN

The 50-year flood of 540 cfs was chosen as the design flood with an estimated high water elevation of 90.2 feet (assumed datum). During the 100-year flood, the estimated high water elevation is 90.4 feet. The above elevations are considered "natural" high water elevations since they were computed without a structure or highway embankment

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ROAD DESIGN SECTION

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Sullivan
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Terpin
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Action

Contains Recycled Materials

constricting the waterway. These elevations are the base elevations used to determine the amount of backwater created by the structures analyzed.

The hydraulic analysis revealed that the bridge can be replaced with a pipe. The pipe must be designed to allow fish passage. It was determined that the bridge could be replaced with either a 14'-11" x 10'-2" structural plate pipe-arch or a 15'-0" x 7'-9" structural plate arch. The structural plate pipe-arch should be countersunk 2'-6" and then backfilled with Class 500 loose riprap to provide a more natural channel bottom for fish passage. The structural plate arch will not require countersinking, as it is supported on footings. However, the channel bottom through this structure should be excavated and replaced with a 2'-6" blanket of Class 500 loose riprap.

During the 50-year design flood, both alternates will create 1.6 feet of backwater resulting in a design headwater elevation of 91.8 feet (assumed datum). During the 100-year flood, both alternates will create 2.1 feet of backwater, resulting in a headwater elevation of 92.5 feet. Neither structure will back water onto the adjacent county road as the elevation of the sag in the county road is 95.8 feet. It is possible to thread either alternate between Bents 2 and 3 of the existing structure as shown on the attached sketch.

RIPRAP

It is suggested that the embankment slopes subject to the design high water be protected with an 18-inch blanket of Class 100 loose riprap. As previously mentioned, both alternates should have 2'-6" blanket of Class 500 loose riprap protecting the channel bottom through the structure.

DB:ja

cc Frank Terpin w/attachment
Walt Hart "
Jack Davis "
Don Adams "
Bud Shirley "
Herb Schell, FHWA "

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	540	620	930	
	m^3/s				
Frequency — yrs.		50	100	500	
H.W. Elevation Natural Channel	ft.	90.2	90.4	91.2	
	m.				
H.W. Elevation Channel Change	ft.	—	—	—	
	m.				
Average Velocity	fps	9.0±	9.9±	12.9±	
	mps				
Headwater Elevation	ft.	91.8	92.5	95.9	
	m.				
Tailwater Elevation	ft.	88.2	88.4	89.2	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Data for both alternates

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

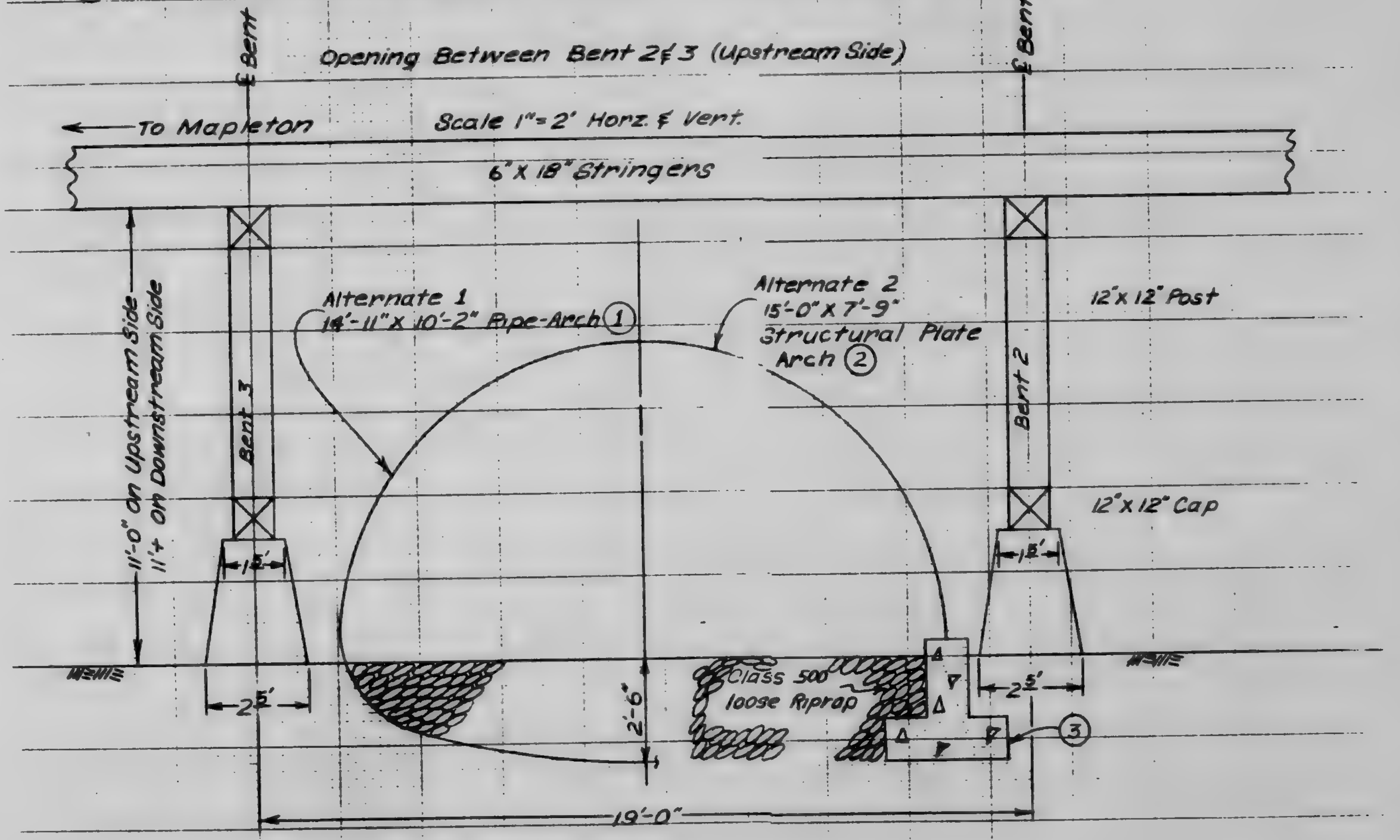
Thompson Creek Bridge
Mapleton-Junction City Highway, M.P. 4.67
Lane County

COMPILED BY: Dave Bryson

DATE: November 1, 1982

Thompson Creek Bridge
Mapleton-Jct. City Hwy MP4.67
Lane County

① Countersink 2'-6" And Backfill With Class 500 Loose Riprip
② Protect Channel Bottom With A 2'-6" Blanket Of Class 500 Loose Riprap
③ The Wall Footing Size Shown Is For Illustration Purposes And Not For Design


℄ Bent
Opening Between Bent 2 & 3 (Upstream Side)
℄ Bent
← To Mapleton
Scale 1" = 2' Horz. & Vert.
6" x 18" Stringers
11'-0" On Upstream Side
11'+ On Downstream Side
Bent 3
Alternate 1
14'-11" x 10'-2" Pipe-Arch ①
Alternate 2
15'-0" x 7'-9"
Structural Plate
Arch ②
Bent 2
12" x 12" Post
12" x 12" Cap
1.5'
1.5'
2.5'
2.5'
2'-6"
Class 500
loose Riprap
③
19'-0"

9786

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-12-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-114(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

P

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20074

6. TO

5 12 82

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/12/82

8. FEDERAL ROUTE NUMBER Secondary 114

9. STATE ROUTE NUMBER Secondary 229

10. GENERAL LOCATION:

Thompson Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $22,400 F.F $17,920

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's PEA dated 4/26/82.

RECEIVED
STATE HWY ENGR
MAY 14 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D.R | Sign | Act | File

Orig to
5-14-82

14. DATE 5/12/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9786 -2

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
OR 36, 4.7 mi. N. of Mapleton "Thompson Creek Bridge Section"	118	20074	BRS-114(2)	114	229

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW N/A

Water Development None Recreation & Historical Areas None

Lane (039)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 5 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2/25/80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 4 .

(2) Bridge No. 4016.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 22,400
80%	FF	$ 17,920
	STATE	$ 4,480
	___	$

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS:
1) Attached is a copy of "Authority for Survey" & project map.
2) Bridge sufficiency rating is 10.2.

JLG:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
4-26-82	D.E. SWAN	PROGRAM CONTROL ENGINEER

xc: GENERAL FILES

9186

DATE: March 3, 1982

PLA

TO: OREGON TRANSPORTATION COMMISSION

FROM:

H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Highway Bridge Replacement & Rehabilitation (HBR) Project Finance Approval

On the Consent Calendar for the March 16, 1982 meeting will be a request to add Thompson Creek Bridge No. 4016 to the Six-Year Highway Improvement Program. This bridge is located at M.P. 4.67 on the Mapleton-Junction City Highway in Lane County.

Due to excessive costs in maintaining this old untreated timber structure, we propose to replace it with a slab-span structure costing an estimated $198,000. Funds are available from the FY 1983 HBR On-System Program. The required 20 percent matching funds will be the responsibility of the State.

This project has been investigated and is eligible for funding under the HBR On-System Program. I recommend your approval.

bcc:
Fred Miller
E. S. Hunter
D. H. Moehring
C. T. Keasey
W. J. Hart
A. Shirley, Jr.
R. W. Gormsen
George Bell

KEH:pf

9786

Dec 229

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

2-1-82

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Thompson Cr. Bridge

HIGHWAY NAME: Mapleton-Junction City

HIGHWAY NUMBER: 229

REGION 3	ADMINISTRATIVE DISTRICT 5	COUNTY Lane	CITY

LENGTH: 0.1

MILEPOST NUMBER: 4.67 TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBRR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☒ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The proposed project is to replace the existing untreated timber structure with a concrete slab-span structure and construct new approaches. Traffic staging will be necessary.

USBPR map for section "A", 1934 indicates this section of highway is on railroad R/W and is covered by easement.

Bikeways: No bikeways desiginated-bikes may use shoulders.

1 Versteeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

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FEB 09 1982
ROAD DESIGN SECTION

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2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 1400

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

A structure width of 32' is proposed. This is consistent with the width of the existing roadway. No future plans for upgrading in the current 6yr. program.
Deviation from AASHTO Standards is proposed.

APPROVED
Frank E. Terpin
Location Engineer
Date 2-4-82

REFERRED TO
Beard Staudenmeyer
Cole Mann
Eriksen 1 Watson
Hager Dorn Leu
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 @ 10 ft.	2 @ 12 ft.
SHOULDERS	2 - 6 ft.	2 @ 4 ft.
MEDIANS	No	No
PARKING LANES	No	No
SIDEWALKS	No	No
BIKEWAYS	No	No
INTERCHANGES	No	No
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____	☐	☒	☐
Stream Thompson Cr.	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☒	☐	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☒	☐	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☐	☒
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Power, telephone

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	– –
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	– –
CORRIDOR APPROVAL	( )	– –
FIELD SURVEY	(10)	2
PRELIMINARY DESIGN	( )	– –
DESIGN APPROVAL/FINAL EIS	( )	– –
RIGHT-OF-WAY DESCRIPTIONS	( )	– –
RIGHT-OF-WAY ACQUISITION	( )	– –
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	______	[redacted]
	(Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

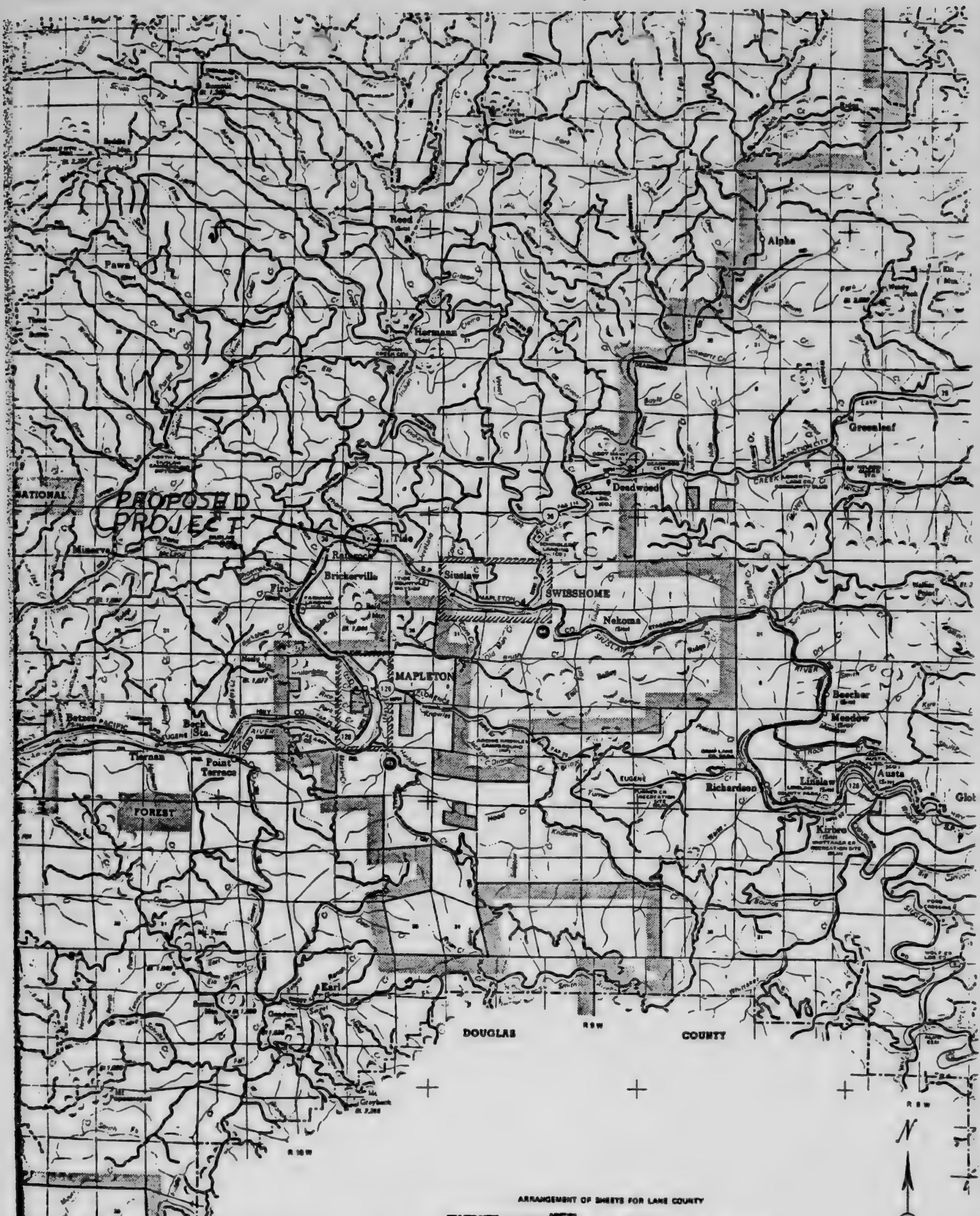
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	12,800	22,400
RIGHT OF WAY		
TRAFFIC CONTROL		35,000
ILLUMINATION		
STRUCTURES	113,000	94,500
RAILROAD		
ROADWAY	34,000	34,000
OTHER ________		
ENGINEERING & CONTINGENCIES	29,400	43,500
PROJECT TOTAL	189,200	229,400

SUBMITTED BY ________________________
David L. Jones, Project Manager


PROPOSED PROJECT
NATIONAL
FOREST
Reed
Alpha
Pawn
Hermann
Greenleaf
Deadwood
Tide
Minerva
Brickerville
Firo
Siuslaw
SWISSHOME
Nekoma
MAPLETON
Beecher
Meadow
Betzen
Beck Sta.
Tiernan
Point Terrace
Richardson
Linslaw
Austa
Kirbro
Glob
Earl
Graybuck
DOUGLAS
COUNTY
R 9 W
R 10 W
RIVER
SIUSLAW
126
36
N
ARRANGEMENT OF SHEETS FOR LANE COUNTY

1984 Malheur Bridge Sec.,
Little Valley Rd. NE of
Harper (gr, surf, str)

9787

9727

HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		AGE 02	CURRENT DOCUMENT NUMBER 143016
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5900	DATE 10-6-87	VENDOR NUMBER 0000620204

F01661
F01668

Malheur County
251 B Street West
Vale, Oregon 97918

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C2231996-011	L02	7144			844010	10	$ 948.~~00~~86
617	C09787-011	L02	8052			844010	10	$ 3,129.27

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION:

Final Settlement on BROS-2300(5 & 8), Malheur River, Little Valley Bridge, Agreement No. 7668:

	TOTAL PRICE
Total PartProject Cost	$ 425,067.72
Less: FHWA Participating Cost	(340,054.18)
Less: Advance Deposit	(81,710.00)
Plus: Non Participating Project Cost	774.59
TOTAL AMOUNT DUE	$ 4,078.13

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Diane Galida (INVOICE PREPARER) PH. 378-5035

1-

9787

RECEIVED 1987 REGION 5 OFFICE

8/21/87

Shaw

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 8/18/87

COUNTY: MALHEUR AGREEMENT NO: 7668 PROJECT NO: BROS-2300(5&8)

CONTRACT NO: C09787 SECTION: Malheur R. Little Valley Bridge

PRELIMINARY ENGINEERING (Prefix No. 223-1996):

	Participating	Nonparticipating
Project Manager	$ 9,142.14	$ 9.69
Final Design	8,600.46	
Region Geology	18.89	
Location	79.56	
Program Section	346.71	
Administrative Services	72.20	
Environmental Section	398.20	
Structural Foundations	5,269.73	
Free Bridge Design	28,500.95	
Free Specifications	2,360.03	
R/W Utility Engineer	16.52	
Hydraulics	2,398.36	
TOTAL P.E. COST	$ 57,203.75✓	$ 9.69
Less Free Br. Design & Specs.	(30,860.98)✓	- 0 -
TOTAL P.E. COST TO COUNTY	$ 26,342.77✓	$ 9.69

Comm. Serv.
& FHWA
$358,231.55 'Semi final'✓
- 756.00
$357,475.55

CONSTRUCTION (Prefix No. C223-1088):

	Participating	Nonparticipating
Payment to Contractor	$357,475.40	$ 765.18 - ? 9.0? Diff.
Field Engineering	29,634.51	34.80 - ?
Credit for Excess Materials		(756.00) To Maint. hold Acc-
Interest on Final Payment		738.32 ?**
Program Section	66.70	
Materials Section	8,410.44	
Technical Services	2,040.91	
Construction Section	61.56	
Region Office Charges	704.44	
Accounting Section	330.99	
TOTAL CONSTRUCTION COST	$398,724.95	$ 782.30✓

15% = $53,621.31

$41,249.55

SUMMARY:

Participating P.E. Costs	$ 25,342.77
Participating Const. Costs	398,724.95
TOTAL PARTICIPATING COSTS	$425,067.72✓

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 31 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

8/24

WARREN
WHY IS INTEREST SO HIGH ON THIS PROJECT?
Roger (SEE NEXT PAGE)

Federal Funds		
P.E. (80%)	$ 21,074.22	
Const. (80%)	318,979.96	(340,054.18)✓
SUBTOTAL		$ 85,013.54✓
Plus Nonparticipating County Cost		791.99
Less 1/2 Nonparticipating Field Engineering Cost		(17.40)
County's Advance Deposits		
P.E. AD #82-36	$ 4,310.00	
Const. AD #84-30	77,400.00	(81,710.00)
BALANCE DUE FROM COUNTY		**$ 4,078.13**✓

MKS:pf

8/27/87

cy. Walt Hart
C.O. Fredrickson
Mike Shultz

Roger - We had a load of low strength conc. due to direction contractor on amount of air entr. Br. Sect. wanted a price reduct; (N.P.) & I recommend no penalty to save County money. Took so long to accept. my recommendation that interest cost more than penalty. wk

Our intentions were good, length of time to accomplish was bad. Its a shame the County has to pay for our error.

Roger

cy Shaw

— 9787

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5
9787

TO: Doug Goldbach
Controller

DATE: November 16, 1987

FROM: Gerald Wimer Gerald Wimer
Construction Operations Engineer

SUBJECT: Malheur River Bridge (Little Valley)
FAP No. BROS-2300(8)
Contract No. 9787
Credit for Interest on Final Payment

As explained on the attachments, Malheur County has been charged $738.32 for interest on the final payment for this project.

Upon further review, we have determined that the County should not be charged for $554 of the interest they have already paid. Please arrange to reimburse them this amount. Assistant State Highway Engineer W. E. Schwartz approved this change based upon my review of the record and recommendation.

GW:AL:mk

Attach.

cc: W. E. Schwartz
Cam Gilmour
R. D. Hector ✓

11101m

RECEIVED
REGION 5 OFFICE

Roger -
You won one!
WL

cy: Herb Shaw
Mike Shultz
For your info.
Roger

PROGRAM SECTION
MANAGER ____ OFFICE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
NOV 25 1987
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

81-125-1367

A

STATE OF OREGON **IN.. EROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9787

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 28, 1987

FROM: Gerald Wimer Gerald Wimer
Construction Operations Engineer

SUBJECT: Malheur River Bridge (Little Valley)
FAP No. BROS-2300(8)
Contract No. 9787
Interest on Final Payment

Attached for your information is the Itemized Statement of Final Costs and the Preliminary Engineering and Construction-Finance Agreement No. 7668.

Malheur County was charged $738.32 for interest on the final payment. It is regrettable that the County must pay for delays in the final payment that were not completely their responsibility. The delays after Third Notice were:

Number	3rd notif. Dates	Reason
1	4-29-85 to 11-6-85 (5 mos)	Somewhat slow Region submittal.
2	11-6-85 to 2-7-86 (3 mos.)	Construction Office review.
3	2-12-86 to 4-23-86 (2 mos.)	Review Region recommendation of low strength concrete.

10 mos. total

2-12-86 WR memo stated facts, reinforced 3-7-86 by Dave Glenn. 4-8-86 Const Sent TR Summary 4-10 Walton/Patterson Recomm. Acceptance — 4/23/86 Sullivan requested Acceptance from FHWA - final payment 6/9/87 RGL

The first item is inherent in most projects during this time. The second and third items relate to the low strength concrete quality problem and should be excused. It may also have caused a slowing of the Region submittal.

Assuming that approximately 50 percent of the Region submittal was caused by the low strength review, I recommend that the State pay for 3/4 of the $738 interest or $554, and the County assume the remainder.

3rd Notification 4-29-85
County accepted 10/3/85, 4 mos. after 3rd notification but before Region submitted to Constr. RGL

GW:AL:mk

Attach.

10263m

NOTED
W. E. SCHWARTZ

Approved,
Wenner E. Schwartz

CE ___ CAE ___
COE ___ OM ___
OE ___
CA ___
CAM ___
EEO ___

RECEIVED
OCT 30 1987
CONSTRUCTION SECTION

SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
PQC ___
QCS Of
FILE ___

Orig. to Wemer - TAA
Cy File
10/29

RECEIVED
STATE HWY ENGR
OCT 28 '87
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9787 223-1996

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-5-87

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, Oregon 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** 2nd Post Final BROS-2300(5)
PROGRAM APPROVED	**VOUCHER PERIOD** From: To:

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 57,213.44	$ 57,203.75	80%	$ 45,763.00	$ 45,763.00	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ 10-5-87

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Malheur River (Little Valley Road) Bridge Section County Road in Malheur County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 57,203.75	
	Total Participating Project Cost				57,203.75	
	Nonparticipating Project Cost					
	State	All Required			9.69	
	Total Project Cost				$ 57,213.44	
	Prepared based on Participating Project Costs as Shown on the Federal Billing as of 10-8-87					
	AMOUNT CARRIED FORWARD					

```
                        223   1979    918     00 P 1                                                  2,138.60
                        223   1979    920     00 P 1                                                    115.73
                        223   1979    922     00 P 1                                                     26.32
                        223   1979    923     00 P 1                                                    259.82
                        223   1979    926     00 P 1                                                  2,056.26
                        223   1979    927     00 P 1                                                  4,970.73
                        223   1979    929     00 P 1                                                  1,045.20
                                      TOT     P1                                                     15,817.48
                                      TOT     N1                                                         14.14
                                  ** JOB TOTALS **               **                  **              15,831.62  **

MALHEUR R(L VALLEY) BR      CONT NO    * FA PROJ NOS BROS2300005 100                                                STATE
                        223   1996    296     00 N 9                            21,277.02CR          50,327.02CR
                        223   1996    297     00 N 9                                                  3,810.00
                        223   1996    298     00 N 9                            21,277.02            46,517.02
                        223   1996    901     00 P 1                               143.77             9,129.12
                        223   1996    901     00 N 1                                                      5.66
                        223   1996    901     01 P 1                                                     13.02
                        223   1996    901     01 N 1                                                      4.03
                        223   1996    905     00 P 1                                                  1,600.46
                        223   1996    906     00 P 1                                                    259.99
                        223   1996    910     00 P 1                                                     18.89
                        223   1996    918     00 P 1                                                     79.56
                        223   1996    920     00 P 1                                                    346.71
                        223   1996    921     00 P 1                               161.84CR           1,571.05
```

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                       JUNE 1985          PAGE  958

        DESCRIPTION                                                              FISCAL           GRAND TOTAL
                         PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH          YEAR TO DATE          TO DATE
                        223   1996    922     00 P 1                                                     72.00
                        223   1996    923     00 P 1                                                    398.20
                        223   1996    926     00 P 1                                                  5,269.73
                        223   1996    927     00 P 1                                                 28,240.96
                        223   1996    929     00 P 1                                                    788.98
                        223   1996    932     00 P 1                               16.52CR               16.52
                        223   1996    937     00 P 1                                                  2,398.36
                        223   1996    950     00 P 1                                                    942.53
                                      TOT     P1                                   34.59CR           58,146.28
                                      TOT     N1                                                          9.69
                                  ** JOB TOTALS **                  **             34.59CR**         58,155.97  **

DEAD OX PUMP CANAL BRIDGE   CONT NO    * FA PROJ NOS BROS2300004 100                                                STATE
                        223   1997    296     00 N 9     442.62                   442.62             17,053.32CR
                        223   1997    297     00 N 9     442.62CR                 442.62CR            2,377.38
                        223   1997    298     00 N 9                                                 14,675.94
                        223   1997    901     00 P 1                                                  4,076.69
                        223   1997    905     00 P 1                                                  2,444.09
                        223   1997    906     00 P 1     219.67CR                 219.67CR
```

```
                              JOB COST SUMMARY RUN ON  12-21-87
                         EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 12/18/87

                                                   CREW   MSA            CURRENT          BALANCE TO
EA            SUBJOB ACTIVITY OBJ-DETAIL  NUMBER FIELD           MONTH              DATE
--            ------ -------- ----------  ------ -----          -------          ----------
C2231996 010                              0100                                          9.69 ***
OBJ-DETAIL                                                                              9.69

ACTIVITY                                                                                9.69 SUBTO

SUB-JOB     010 SUBTOTAL                                                                9.69

C2231996 011                              0100                                     58,146.28 ***
OBJ-DETAIL                                                                         58,146.28

ACTIVITY                                                                           58,146.28 SUBTO

C2231996 011      020       598           0632                                       -942.53
OBJ-DETAIL 598                                                                       -942.53

ACTIVITY   020                                                                       -942.53 SUBTO

C2231996 011      903       598           0632                                       -259.99
OBJ-DETAIL 598                                                                       -259.99

ACTIVITY   903                                                                       -259.99 SUBTO

C2231996 011      921       598           0632                                     -1,571.05
OBJ-DETAIL 598                                                                     -1,571.05

ACTIVITY   921                                                                     -1,571.05 SUBTO

C2231996 011      927       598           0632                                        259.99
OBJ-DETAIL 598                                                                        259.99

ACTIVITY   927                                                                        259.99 SUBTO

C2231996 011      929       598           0632                                      1,571.05
OBJ-DETAIL 598                                                                      1,571.05

ACTIVITY   929                                                                      1,571.05 SUBTO

SUB-JOB     011 SUBTOTAL                                                           57,203.75

EA          C2231996 TOTAL                                                         57,213.44



*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

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12-21-87
 CREW-NUMBER
OADED
2/18/87
         CURRENT        BALANCE TO
          MONTH            DATE
         -------        ----------
                              9.69 ***
                              9.69

                              9.69 SUBTOTAL

                              9.69

                         58,146.28 ***
                         58,146.28

                         58,146.28 SUBTOTAL

                           -942.53
                           -942.53

                           -942.53 SUBTOTAL

                           -259.99
                           -259.99

                           -259.99 SUBTOTAL

                         -1,571.05
                         -1,571.05

                         -1,571.05 SUBTOTAL

                            259.99
                            259.99

                            259.99 SUBTOTAL

                          1,571.05
                          1,571.05

                          1,571.05 SUBTOTAL

                         57,203.75

                         57,213.44
```

9787

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5
9787

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 28, 1987

FROM: Gerald Wimer Gerald Wimer
Construction Operations Engineer

SUBJECT: Malheur River Bridge
FAP No. BROS-2300(8)
Contract No. 9787
Interest on Final Payment

Attached for your information is the Itemized Statement of Final Costs and the Preliminary Engineering and Construction-Finance Agreement No. 7668.

Malheur County was charged $738.32 for interest on the final payment. It is regrettable that the County must pay for delays in the final payment that were not completely their responsibility. The delays after Third Notice were:

Number	Dates	Reason
1	4-29-85 to 11-6-85	Somewhat slow Region submittal.
2	11-6-85 to 2-7-86	Construction Office review.
3	2-12-86 to 4-23-86	Review Region recommendation of low strength concrete.

The first item is inherent in most projects during this time. The second and third items relate to the low strength concrete quality problem and should be excused. It may also have caused a slowing of the Region submittal.

Assuming that approximately 50 percent of the Region submittal was caused by the low strength review, I recommend that the State pay for 3/4 of the $738 interest or $554, and the County assume the remainder.

GW:AL:mk

Attach.

10263m

NOTED
W. E. SCHWARTZ

Approved,
Warren E. Schwartz

Orig. to Wemer - TAA
Cy File
10/29

RECEIVED
STATE HWY ENGR

OCT 28 '87

REFER TO

FOR

Info	Immed	R/D	D/R	Sign	Act	File

Cont. No 9787
Malheur R. Little Valley Br.

MCH:pf
4/26/82

MISC. CONTRACTS a
AGREEMENTS No.

Misc. Contracts & Agreements
No. 7668

PRELIMINARY ENGINEERING AND CONSTRUCTION-FINANCE AGREEMENT HIGHWAY BRIDGE REPLACEMENT PROJECT

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, Highway Division, hereinafter referred to as "State"; and MALHEUR COUNTY, a political subdivision of the State of Oregon, acting by and through its County Court, hereinafter referred to as "County".

WITNESSETH

RECITALS

1. Little Valley Road, County Road No. 698, is a part of the county road system under the jurisdiction and control of Malheur County, and is not a part of any Federal-Aid Highway System.

2. Title 23, United States Code, entitled "Highways", provides for among other things, that Highway Bridge Replacement funds shall be made available to the various states for the purpose of replacing deficient structures on any public road, highway or street. Said funds have been made available to County, and include 80 percent federal funds and 20 percent local matching funds.

3. By the authority granted in ORS 366.770 and 366.775, State may enter into cooperative agreements with the various counties and cities for the performance of work on certain types of improvement projects with the allocation of costs on terms and conditions mutually agreeable to the contracting parties. Under said authority, State and County plan and propose to replace the Malheur River (Little Valley Road) Bridge, Bridge No. 45C141, hereinafter referred to as "project". The location of the project is approximately as shown on the sketch map attached hereto, marked Exhibit A, and by this reference made a part hereof. The project shall be conducted as a part of the Highway Bridge Replacement Program under Title 23, USC, and the Oregon Action Plan.

4. By the authority granted in ORS 369.210, State shall furnish plans and specifications for bridges and culverts without cost to the counties.

5. It is proposed that the project will consist of all work necessary to design and construct a pre-stressed reinforced concrete slab span structure to replace an existing, deficient 16-foot wide, steel through-truss bridge with timber stringers and deck. Additional right-of-way or

easements will be required if a detour is constructed. The State will furnish the preliminary and construction engineering services. The required local matching funds will be provided by Malheur County with no expense to State.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

STATE OBLIGATIONS

1. State shall submit a program to the Federal Highway Administration with a request for approval of federal aid participation in all engineering, right-of-way acquisition, eligible utility relocations and construction work for the project. No work shall proceed until said approval has been obtained. The program shall include services to be provided by both State and County. State shall notify County in writing when authorized to proceed with each phase of the work.

2. State shall, as a federal-aid participating expense, review all right-of-way acquisition activities engaged in by County to assure compliance with applicable laws and regulations.

3. State shall conduct the necessary field surveys, foundation investigations and hydraulic studies, identify and obtain all permits, perform all preliminary engineering and design work required to prepare plans, specifications and estimates, advertise for bid proposals, award all contracts and upon award of a construction contract, furnish all construction engineering, material testing, technical inspection and project manager services for administration of the contract.

4. State shall, as provided in ORS 369.210, prepare plans and specifications for the structure portion of the project at no expense to County.

5. State shall prepare an estimate of cost for right-of-way review and preliminary engineering services to be provided by State and furnish County with a copy of said estimate. The actual cost of all services provided by State will be included in the total project costs and the County share of said cost will be billed when the actual total cost of the project has been computed.

6. State shall, upon receipt of monthly approved itemized statements for 100 percent of actual costs incurred by County on behalf of the project, promptly reimburse County for the full amount of federal aid participation in said eligible costs.

7. State shall arrange conferences with County during the preliminary engineering and construction phases of the project to review the work in progress and assure conformance with the County project request. As a minimum, conferences will be arranged prior to proceeding with any work and upon completion of the field survey work. A pre-construction conference will be arranged with representatives of State, County and the contractor in attendance. When alternates are under consideration, County shall have the right of selection. State shall submit plans and estimates for County review and approval prior to advertisement for construction bid proposals.

8. State shall, in the first instance, pay all costs of the project, submit all claims for federal-aid participation to the Federal Highway Administration in the normal manner, compile accurate cost accounting records and furnish County with an itemized statement of actual costs to date at the end of each State fiscal year. When the actual total cost of the project has been computed, State shall furnish County with an itemized statement of said costs.

COUNTY OBLIGATIONS

1. County shall not undertake any phase of the project prior to receiving written authorization from State. All work and records of such work shall be in conformance with Federal statutes, regulations and the Oregon Action Plan.

2. County shall, prior to proceeding with each phase of work covered by this agreement, forward to State an advance deposit in the amount of 100 percent of the difference between the estimated total cost of said work and the amount anticipated to be contributed by the Federal Highway Administration. When the actual total cost of the project has been computed, an adjustment will be made in the County matching share of costs.

3. County shall be responsible for acquisition of the necessary right-of-way, including any easements which may be required for construction of the project. County may request State to perform the acquisition function subject to execution of a supplemental right-of-way services agreement.

4. County shall relocate, or cause to be relocated, all utility conduits, lines, poles, mains, pipes and such other facilities where such relocation is necessary in order to conform said utility or other facilities with the plans and ultimate requirements of the project. Only those utility relocations which are eligible for federal participation under Federal Aid Highway Program Manual, Volume 1, Chapter 4, Section 4, shall be included in the total project costs and participation; all other utility relocations shall be at the sole cost of County or others. County may request State to arrange for said relocations, acting on behalf of County.

5. County shall present properly certified bills for 100 percent of the actual costs incurred by County on behalf of the project directly to the State Project Manager for review and approval. Said bills shall be in a form acceptable to State and documented in such a manner as to be easily verified. Billings shall be presented for periods of not less than one month duration, based on actual expenses to date. County's actual costs eligible for federal-aid participation shall be those allowable under the provisions of Office of Management and Budget Circulars Nos. A-87 and A-102, Attachments G and P.

6. REQUIRED STATEMENT FOR USDOT FINANCIAL ASSISTANCE AGREEMENT:

> If as a condition of assistance the recipient has submitted and the U.S. Department of Transportation has approved a minority business enterprise affirmative action program which the recipient agrees to carry out, this program is incorporated into this financial assistance agreement by reference. This program shall be treated as a legal obligation and failure to carry out its terms shall be treated as a violation of this financial assistance agreement. Upon notification to the recipient of its failure to carry out the

approved program, the U.S. Department of Transportation shall impose such sanctions as noted in Title 49, Code of Federal Regulations, Part 23, Subpart E, which sanctions may include termination of the agreement or other measures that may affect the ability of the recipient to obtain future U.S. Department of Transportation financial assistance.

The recipient further agrees to comply with all applicable civil rights laws, rules and regulations, including Section 504 of the Rehabilitation Act of 1973 and the Vietnam Era Veterans' Readjustment Act.

7. County acknowledges the effect and scope of ORS 105.755 and agrees that all acts necessary to complete the construction of the project which may alter or change the grade of existing County roads are being accomplished at the direct request of County.

8. Upon completion of the project, County shall thereafter, at its own cost and expense, maintain and operate the project in a manner satisfactory to the State and/or the Federal Highway Administration.

9. County agrees that should it cancel or terminate the project prior to its completion, it will reimburse State for any costs that have been incurred by State on behalf of the project.

10. County shall enter into and execute this agreement during a duly authorized session of its County Court.

GENERAL PROVISIONS

1. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations, including but not limited to: Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Aid Highway Act; and Titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

This project was approved by the Oregon Transportation Commission on January 19, 1982 as a part of the Six Year Highway Improvement Program (page 73).

The Oregon Transportation Commission, by a duly adopted delegation order, authorized the State Highway Engineer to sign this agreement for and on behalf of the Commission. Said authority is set forth in the Minutes of the Oregon Transportation Commission.

APPROVAL RECOMMENDED

Region Engineer

STATE OF OREGON, by and through
its Department of Transportation,
Highway Division

By
State Highway Engineer

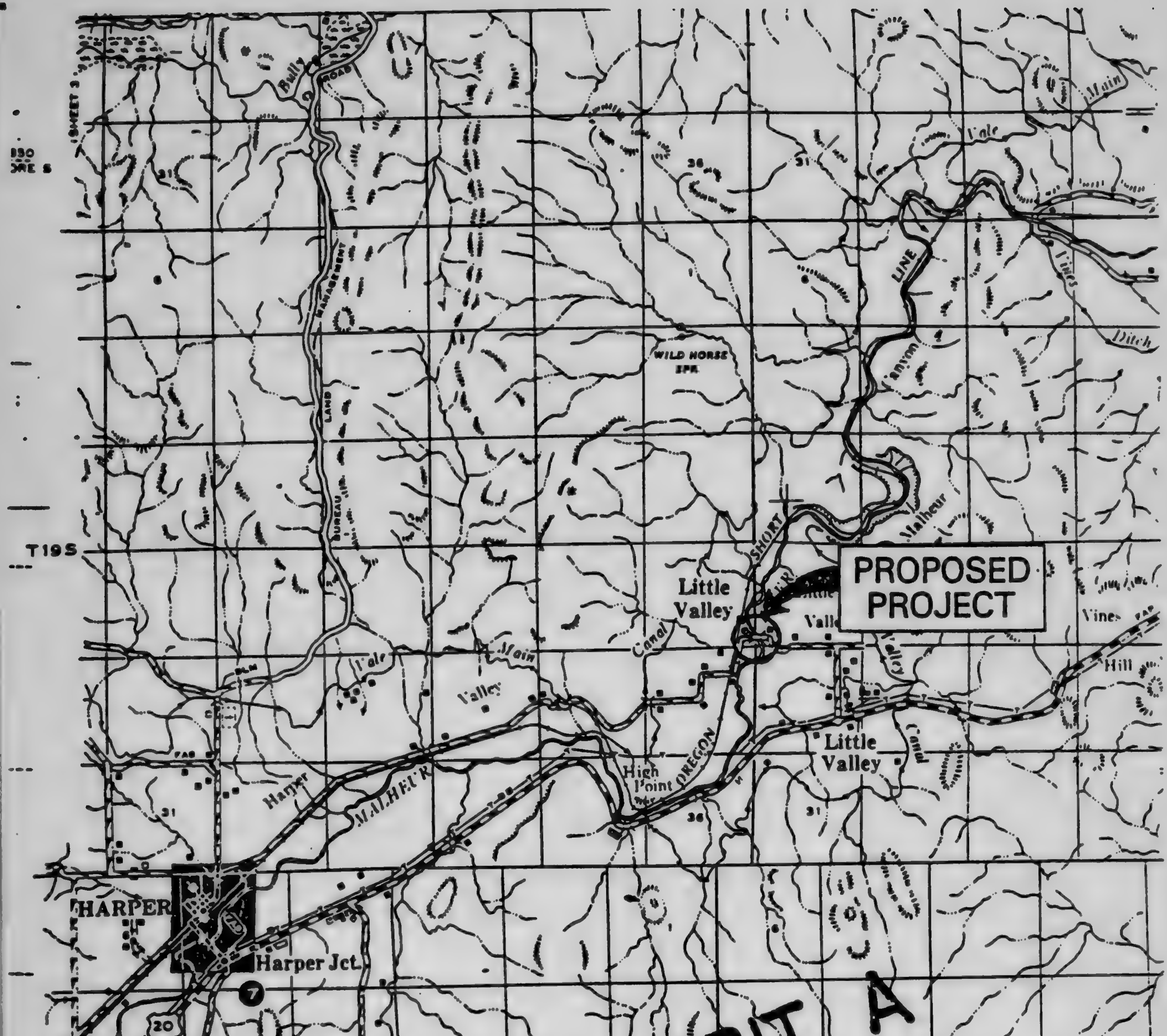
Date 3/17/82

MALHEUR COUNTY, by and through
its County Court

By E. M. Sewell
County Judge

By W.C. Hammack
Commissioner

By Louis F. Wettstein
Commissioner


T19S
T20S
Little Valley
Little Valley
WILD HORSE SPR.
SHORT
LINE
Malheur
Vale
Main
Ditch
Vines
Canal
Valley
Vale
Main
Valley
Harper
MALHEUR
High Point
OREGON
Hill
Canal
HARPER
Harper Jct.
7
20
Basin

PROPOSED PROJECT

EXHIBIT A

```
                    JOB COST SUMMARY RUN ON  08-11-87
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 08/09/87

                                      CREW   MSA        CURRENT     BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH         DATE
--       ------ -------- ---------- ------ -----        -------    ----------
C09787   000    940      001        8221                                 43.64
C09787   000    940      001        8240                                 42.96
OBJ-DETAIL 001                                                           86.60

C09787   000    940      030        8221                                 32.73
OBJ-DETAIL 030                                                           32.73

ACTIVITY   940                                                          119.33 SUBTOTAL

S  -JOB    000 SUBTOTAL                                               1,864.34

C 9787   001             349        8033                                738.32
OBJ-DETAIL 349                                                          738.32

ACTIVITY                                                                738.32 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                 738.32

C09787   010                        8052                                 34.80 ***
OBJ-DETAIL                                                               34.80

C09787   010             300        8033                                  9.18
C09787   010             300        8052                                756.00
OBJ-DETAIL 300                                                          765.18

ACTIVITY                                                                799.98 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                 799.98

C09787   011                        8052                            392,057.28 ***
OBJ-DETAIL                                                          392,057.28

C09787   011             300        8033                               -199.44
   -DETAIL 300                                                         -199.44

ACTIVITY                                                            391,857.84 SUBTOTAL

C09787   011    900      146        5100                                  2.77
OBJ-DETAIL 146                                                            2.77

ACTIVITY   900                                                            2.77 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                             391,860.61


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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7-11-87

7887

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PAGE      1

                            JOB COST SUMMARY RUN ON  08-11-87
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 08/09/87

                                               CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--        ------ -------- ---------- ------ -----          -------       ----------
C09787    000               194        7400                                    33.94
OBJ-DETAIL 194                                                                 33.94

C09787    000               199        0530                                    16.29
C09787    000               199        7400
OBJ-DETAIL 199                                                                 16.29

C09787    000               555        0521                                     4.48
OBJ-DETAIL 555                                                                  4.48

ACTIVITY                                                                       54.71 SUBTOTAL

C09787    000    010        001        0813                                   193.30
C09787    000    010        001        0821                                   482.42
OBJ-DETAIL 001                                                                675.72

ACTIVITY   010                                                                675.72 SUBTOTAL

C09787    000    900        001        5000                                   343.64
C09787    000    900        001        5011                                   269.47
OBJ-DETAIL 001                                                                613.11

C09787    000    900        100        5011                                    23.00
OBJ-DETAIL 100                                                                 23.00

C09787    000    900        102        5011                                    19.90
OBJ-DETAIL 102                                                                 19.90

ACTIVITY   900                                                                656.01 SUBTOTAL

C09787    000    901        001        7363                                   163.80
C09787    000    901        001        7460                                   166.76
OBJ-DETAIL 001                                                                330.56

C09787    000    901        504        7363                                     9.48
OBJ-DETAIL 504                                                                  9.48

ACTIVITY   901                                                                340.04 SUBTOTAL

C09787    000    920        001        0631                                    18.53
OBJ-DETAIL 001                                                                 18.53

ACTIVITY   920                                                                 18.53 SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  08-11-87
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 08/09/87

                               CREW          CURRENT        BALANCE TO
EA          ACTIVITY OBJ-DETAIL NUMBER         MONTH            DATE
--          -------- ---------- ------        -------       ----------
C09787                          8052                        392,092.08 ***
C09787                194       7400                             33.94
C09787                199       0530                             16.29
C09787                199       7400                           -190.26
C09787                300       8033                            756.00
C09787                300       8052                            738.32
C09787                349       8033                              4.48
C09787                555       0521
ACTIVITY                                                                393,450.85 SUBTOTAL

C09787      010       001       0813                            193.30
C09787      010       001       0821                            482.42
ACTIVITY     010                                                               675.72 SUBTOTAL

C09787      900       001       5000                            343.64
C09787      900       001       5011                            269.47
C09787      900       100       5011                             23.00
C09787      900       102       5011                             19.90
C09787      900       146       5100                              2.77
ACTIVITY     900                                                               658.78 SUBTOTAL

C09787      901       001       7363                            163.80
C09787      901       001       7460                            166.76
C09787      901       504       7363                              9.48
ACTIVITY     901                                                               340.04 SUBTOTAL

C09787      920       001       0631                             18.53
ACTIVITY     920                                                                18.53 SUBTOTAL

C09787      940       001       8221                             43.64
C09787      940       001       8240                             42.96
C09787      940       030       8221                             32.73
ACTIVITY     940                                                               119.33 SUBTOTAL
EA          C09787 TOTAL                                                395,263.25


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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ORIGINAL 9787

9787

U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

7 1-87

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

STATE Oregon	**FEDERAL AID PROJECT NO.** BROS-2300(8)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 3/21/84 To: 2/09/87

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$399,507.24	$398,724.95	80%	$318,979.96	$318,979.96	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ____________ 7/06/87

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ____________

Amount Approved $ ____________

SIGN ORIGINAL COPY

____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	MALHEUR RIVER BRIDGE SECTION LITTLE VALLEY ROAD MALHEUR COUNTY					
	Construction Type Code E000 Roadway (Sta. 7+50 to Sta. 12+30)(Sta. 14+70 to Sta. 21+00)					
	Final Contract Payment Summary	Lump Sum			$ 72,085.47	✓
	Type Code X081 Structure, Bridge No. 1444B (Sta. 12+64 to Sta. 14+70)					
	Final Contract Payment Summary	Lump Sum			$285,390.08	✓
	TOTAL PARTICIPATING CONSTRUCTION COST				**$357,475.55**	
	Construction Engineering					
	State	All Required			$ 41,249.40	
	TOTAL PARTICIPATING PROJECT COST				**$398,724.95**	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 765.18	✓
	Interest on Final Payments	All Required			738.32	✓
	Construction Engineering	All Required			34.80	✓
SFO #1	Credit The Contract For New Guardrail Materials declared excess (State)	All Required			(756.00)	✓
	TOTAL NON PARTICIPATING PROJECT COST				**$ 782.30**	
	TOTAL PROJECT COST				**$399,507.24**	
	Overpayment made to the Contractor of $9.18 which was transferred to "N".					
	Prepared based on Participating Cost as shown on the Federal Billing as of 6/18/87.					
	AMOUNT CARRIED FORWARD					

BROS.2300 (8)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR WARRANT

Payable to: A+R Const dba LACO

Project No.: 9

Hwy. Agr. No.:

Contract No.: 9787

Project:

Estimate No.:

Period Covered:

Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	5000.00		
	Interest on 5565.74			
	from 9/22/85 - 6/27/86.			
	269 days @ 2.7447/day =	738.32		
	Contract Payment	565.74		

Approved by: W.E.

Prepared by: J Henry

Totals

Retained ___ %

Total Payments ~~5738.32~~ 6304.06

Common Data Elements

Doc. No. RW C09787

06 23 86
Month Day Year

CPS = 565.74

STARS produced wrong check

Agency 02 Vendor # 0000~~960106~~ 961837 Suf 00 Ref. Doc./Suf. ________ Check No. ________

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RP!
01	240	C09787	000	8033					5000.00	C09787		
02	223	↓	001	349	349				738.32			
03	225		010	✓	300				756.00			
04	424	↓	011	✓	300				<190.26>			
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

~~ADDED to 6/25/86 C139~~

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
FMCP010-1 CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE 06/25/86
PAGE 1

Batch # C139 6-25-86

CONTRACT NUMBER: C09787 ESTIMATE NUMBER: 011 A & R CONSTRUCTION, INC.

NUMBER	NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
AMOUNT TO DATE:		358,231.55	0.00	0.00	0.00	358.2
PRIOR AMOUNT:		357,665.81	0.00	5,000.00	0.00	352,6
PRESENT AMOUNT:		565.74	0.00	******************	0.00	5

-A- NUMBER	SUB- NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
C09787	010	756.00	0.00	0.00	0.00	7
C09787	011	190.26-	0.00	0.00	0.00	1
	TOTAL	565.74	0.00	0.00	0.00	5

Barry Hatcher

BROS-2300(8)

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                  OREGON DEPARTMENT OF TRANSPORTATION                                   06/25/86
                          HIGHWAY DIVISION
  CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE             PAGE:    1
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Batch # C139 6-25-86

```
ER:  C09787          ESTIMATE NUMBER: 011          A & R CONSTRUCTION, INC.

                CONTRACT          LIQUIDATED            RETAINAGE         FORCE ACCOUNT            NETPAY
MBER             PAYMENT            DAMAGE                                    AMOUNT

E:             358,231.55               0.00                  0.00                 0.00         358,231.55
               357,665.81               0.00              5,000.00                 0.00         352,665.81

T:                 565.74               0.00    ******************                 0.00             565.74
B-              CONTRACT          LIQUIDATED            RETAINAGE         FORCE ACCOUNT            NETPAY
MBER             PAYMENT            DAMAGE                                    AMOUNT

10                 756.00               0.00                  0.00                 0.00             756.00
11                 190.26-              0.00                  0.00                 0.00             190.26-

L                  565.74               0.00                  0.00                 0.00             565.74
```

Barry Hatcher

BROS-2300(8)

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY	MALHEUR
CONTRACT NO.	C09787
ESTIMATE NO.	11
HIGHWAY	COUNTY ROAD (LITTLE VALLEY ROAD)
FEDERAL AID PROJECT NO.	BROS2300008
SECTION	MALHEUR RIVER BRIDGE

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	11 MOBILIZATION	LUMP SUM	17500.0000	100.000	17500.00	17500.00
002	11 TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	500.0000	100.000	500.00	500.00
003	11 TEMPORARY SIGNS	SQ FT	7.0000	48.000	336.00	336.00
004	11 TEMPORARY BARRICADES	EACH	100.0000	4.000	400.00	400.00
006	11 CLEARING AND GRUBBING	LUMP SUM	2300.0000	100.000	2300.00	2300.00
007	11 EMBANKMENT IN PLACE	CU YD	4.2000	4,426.300	18590.46	18587.52
008	11 SCOUR PROTECTION EXCAVATION	CU YD	5.0000	261.200	1306.00	1317.00
009	11 TRENCH EXCAVATION	CU YD	7.5000	22.260	166.95	166.95
010	11 FINISHING ROADBED AND SLOPES	LUMP SUM	600.0000	100.000	600.00	600.00
011	11 OBLITERATION OF ROADWAY	LUMP SUM	700.0000	100.000	700.00	700.00
012	11 AGGREGATE BASE	TO	13.6000	952.210	12950.06	12950.06
013	11 12-INCH CULVERT PIPE	LIN FT	10.4000	40.000	416.00	416.00
014	11 18-INCH CULVERT PIPE	LIN FT	17.2500	100.000	1725.00	1725.00
015	11 8-INCH DRAIN PIPE	LIN FT	3.5000	76.000	266.00	266.00
016	11 SPECIAL FILTER MATERIAL IN DRAINS	CU YD	30.0000	7.400	222.00	222.00
017	11 GUARD RAIL TYPE 2A	LIN FT	14.1000	100.000	1410.00	1410.00
018	11 GUARD RAIL TYPE 3	LIN FT	22.5000	100.000	2250.00	2250.00
019	11 GUARD RAIL ANCHORS TYPE 1	EACH	270.0000	3.000	810.00	810.00
021	11 RAIL END PIECES TYPE B	EACH	48.0000	1.000	48.00	48.00
022	11 RAIL END PIECES TYPE C	EACH	91.0000	3.000	273.00	273.00
023	11 TYPE 1 FENCE	LIN FT	3.0000	998.000	2994.00	2997.00
024	11 LOSE RIPRAP CLASS 100	CU YD	20.0000	316.100	6322.00	6322.00
025	11 BRIDGE REMOVAL WORK	LUMP SUM	5900.0000	100.000	5900.00	5900.00
026	11 SHORING CRIBBING ETC	LUMP SUM	10500.0000	100.000	10500.00	10500.00
027	11 STRUCTURE EXCAVATION	CU YD	16.0000	375.430	6006.88	6186.08
028	11 STRUCTURE EXCAVATN BELOW ELEVATIONS SHWN	CU YD	20.0000	111.810	2236.20	2236.20
029	11 SPECIAL WALL BACKFILL	CU YD	10.0000	77.200	772.00	772.00
030	11 STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	41000.0000	100.000	41000.00	41000.00
031	11 4'X65'/70' PRESTRESSED SLABS	EACH	5000.0000	14.000	70000.00	70000.00
032	11 4'X105'/110' PRESTRESSED BOX BEAMS	EACH	12725.0000	7.000	89075.00	89075.00
033	11 REINFORCEMENT	LUMP SUM	14300.0000	100.000	14300.00	14300.00

I

B

DATE 06 25 86 PG. 01 C09787	TOTAL CONTRACT ITEMS	
	FORCE ACCOUNT	
ENGINEER OR AUDITOR		

TRACT PAYMENT VOUCHER	COUNTY MALHEUR	CONTRACT NO. C09787	ESTIMATE NO. 11
	HIGHWAY COUNTY ROAD (LITTLE VALLEY ROAD)	FEDERAL AID PROJECT NO. BROS2300008	
	SECTION MALHEUR RIVER BRIDGE		

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ILIZATION	LUMP SUM	17500.0000	100.000	17500.00	17500.00	
PORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	500.0000	100.000	500.00	500.00	
PORARY SIGNS	SQ FT	7.0000	48.000	336.00	336.00	
PORARY BARRICADES	EACH	100.0000	4.000	400.00	400.00	
EARING AND GRUBBING	LUMP SUM	2300.0000	100.000	2300.00	2300.00	
BANKMENT IN PLACE	CU YD	4.2000	4,426.300	18590.46	18587.52	2.94
OUR PROTECTION EXCAVATION	CU YD	5.0000	261.200	1306.00	1317.00	11.00-
ICH EXCAVATION	CU YD	7.5000	22.260	166.95	166.95	
ISHING ROADBED AND SLOPES	LUMP SUM	600.0000	100.000	600.00	600.00	
ITERATION OF ROADWAY	LUMP SUM	700.0000	100.000	700.00	700.00	
EGATE BASE	TO	13.6000	952.210	12950.06	12950.06	
INCH CULVERT PIPE	LIN FT	10.4000	40.000	416.00	416.00	
INCH CULVERT PIPE	LIN FT	17.2500	100.000	1725.00	1725.00	
NCH DRAIN PIPE	LIN FT	3.5000	76.000	266.00	266.00	
CIAL FILTER MATERIAL IN DRAINS	CU YD	30.0000	7.400	222.00	222.00	
RD RAIL TYPE 2A	LIN FT	14.1000	100.000	1410.00	1410.00	
RD RAIL TYPE 3	LIN FT	22.5000	100.000	2250.00	2250.00	
RD RAIL ANCHORS TYPE 1	EACH	270.0000	3.000	810.00	810.00	
L END PIECES TYPE B	EACH	48.0000	1.000	48.00	48.00	
L END PIECES TYPE C	EACH	91.0000	3.000	273.00	273.00	
E 1 FENCE	LIN FT	3.0000	998.000	2994.00	2997.00	3.00-
E RIPRAP CLASS 100	CU YD	20.0000	316.100	6322.00	6322.00	
DGE REMOVAL WORK	LUMP SUM	5900.0000	100.000	5900.00	5900.00	
RING CRIBBING ETC	LUMP SUM	10500.0000	100.000	10500.00	10500.00	
UCTURE EXCAVATION	CU YD	16.0000	375.430	6006.88	6186.08	179.20-
UCTURE EXCAVATN BELOW ELEVATIONS SHW	CU YD	20.0000	111.810	2236.20	2236.20	
CIAL WALL BACKFILL	CU YD	10.0000	77.200	772.00	772.00	
UCTURAL CONCRETE CLASS 3300	LUMP SUM	41000.0000	100.000	41000.00	41000.00	
65'/70' PRESTRESSED SLABS	EACH	5000.0000	14.000	70000.00	70000.00	
105'/110' PRESTRESSED BOX BEAMS	EACH	12725.0000	7.000	89075.00	89075.00	
NFORCEMENT	LUMP SUM	14300.0000	100.000	14300.00	14300.00	
86 PG. 01 C09787	TOTAL CONTRACT ITEMS					
	FORCE ACCOUNT					

A

B

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY	
HIGHWAY	
SECTION	
CONTRACT NO.	C09787
ESTIMATE NO.	11
FEDERAL AID PROJECT NO.	

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
034	11 TWO TUBE STEEL RAILING		LIN FT	40.0000	475.000	19000.00 B	19000.00
	PRICE AGREEMENT ITEMS						
3001A	11 LOWER BENTS 1&4 FOOTINGS		LUMP SUM	12400.0000	100.000	12400.00 B	12400.00
3002A	11 ENLARGE BENT 2 CAP		LUMP SUM	3700.0000	100.000	3700.00	3700.00
3003A	11 INSTALL & REMOVE SHEET	PILING	LUMP SUM	10500.0000	100.000	10500.00	10500.00
3004A	10 PURCHASE EXCESS GUARD	RAIL MAT'L	LUMP SUM	756.0000	100.000	756.00	
	ADJUSTMENT ITEMS						
6001A	11 LIQUIDATED DAMAGES		DAY	150.0000-	14.000	2100.00-	2100.00-
6001B	11 LIQUIDATED DAMAGES		DAY	65.0000-	35.000	2275.00-	2275.00-
6001C	11 TIME EXTENSION	APP 4-24-85	DAY	150.0000	14.000	2100.00	2100.00
6001D	11 TIME EXTENSION	APP 4-24-85	DAY	65.0000	35.000	2275.00	2275.00

Type Code	"P" Const Cost	"N" Cost Cost	Total Cost
E000	72,085.47	756.00	
X081	285,390.08		
	$357,475.55	$756.00	$358,231.55

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUNT
DATE 06 25 86 PG. 02 C09787	TOTAL CONTRACT ITEMS	358231.55	357665.81
	FORCE ACCOUNT		

ENGINEER OR AUDITOR

NTRACT PAYMENT VOUCHER

COUNTY	
HIGHWAY	
SECTION	
CONTRACT NO.	C09787
ESTIMATE NO.	11
FEDERAL AID PROJECT NO.	

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRESENT AMOUNT
TUBE STEEL RAILING		LIN FT	40.0000	475.000	19000.00	B	19000.00	
RICE AGREEMENT ITEMS								
ER BENTS 1&4 FOOTINGS		LUMP SUM	12400.0000	100.000	12400.00	B	12400.00	
ARGE BENT 2 CAP		LUMP SUM	3700.0000	100.000	3700.00		3700.00	
STALL & REMOVE SHEET	PILING	LUMP SUM	10500.0000	100.000	10500.00		10500.00	
RCHASE EXCESS GUARD	RAIL MAT'L	LUMP SUM	756.0000	100.000	756.00			756.00
ADJUSTMENT ITEMS								
UIDATED DAMAGES		DAY	150.0000-	14.000	2100.00-		2100.00-	
UIDATED DAMAGES		DAY	65.0000-	35.000	2275.00-		2275.00-	
E EXTENSION	APP 4-24-85	DAY	150.0000	14.000	2100.00		2100.00	
E EXTENSION	APP 4-24-85	DAY	65.0000	35.000	2275.00		2275.00	

Type Code	"P" Const Cost	"N" Cost Cost	Total Cost
E000	72,085.47	756.00	
X081	285,390.08		
	$357,475.55	$756.00	$358,231.55

GROSS RETAINAGE

TREASURER DEPOSIT

* NET RETAINAGE

86 PG. 02 C09787

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL CONTRACT ITEMS	358231.55	357665.81	565.74
FORCE ACCOUNT			

1787

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 7-402	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-28-86	County Malheur
MODIFICATION NUMBER 2		Project Number BROS-2300(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 23 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 402,914.00	$ 399,062.00
Federal funds	$ 322,330.00	$ 319,248.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28TH day of JUL , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Ken

Oregon State Highway Division
Salem, Oregon July 23, 1986

Federal-Aid Project No. BROS-2300(8)

Malheur River Bridge Section
County Road
Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code E000
Roadway (Sta. 7+50 to 12+30)(Sta. 14+70 to 21+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Embankment In Place	$ 4.20	5,289	$22,213.00	4,425.72	$18,588.00
Trench Excavation	7.50	36	270.00	22.27	167.00
12-inch Culvert Pipe	10.40	52	540.00	40	416.00
			$23,023.00		$19,171.00

Decrease $ 3,852.00
Subtotal of previous Estimate of September 17, 1985 94,078.00
Subtotal $ 90,226.00

TYPE CODE X081
Structure, Bridge No. 1448 (Sta. 12+64 to 14+70)

Total from previous Estimate of September 17, 1985 $308,836.00

Length of Roadway ------------------- 0.210 miles
Length of Structure ----------------- 0.039 miles
TOTAL 0.249 miles

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	County Funds
Roadway	117	80%	$ 90,226.00	$ 72,180.00	$18,046.00
Structure	117	80%	308,836.00	247,068.00	61,768.00
TOTAL			$399,062.00	$319,248.00	$79,814.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09787
Prefix: C223-1996
Prefix: C9787

DDB:me

[illegible]

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-54 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089 State Oregon County Malheur Project Number BROS-2300(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 23, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 386,814.00	$ 402,914.00
Federal funds	$ 309,451.00	$ 322,330.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

RECEIVED
OCT 1[illegible] 1985
Federal Aid Unit

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 17, 1985

FEDERAL AID PROJECT NO. BROS-2300(8)

Malheur River Bridge Section
Little Valley Road
Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE E000
Roadway (Sta. 7+50 to Sta. 12+30)(Sta. 14+70 to Sta. 21+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Total as on Estimate of May 21, 1984						$ 94,078.00
TYPE CODE X081 Structure, Bridge No. 14448 (Sta. 12+64 to Sta. 14+70)						
Lower Bents, 1 & 4 Footings (PA #1A)	$12,400.00			100	$12,400.00	
Enlarge Bent 2 Cap (PA #2A)	3,700.00			100	3,700.00	
					$16,100.00	
					Increase	$ 16,100.00
				Subtotal from Estimate of May 21, 1984		257,917.00
					Subtotal	$274,017.00
					Engineering	34,819.00
					Total	$308,836.00

Length of Roadway ------------------ 0.210 mile
Length of Structure ---------------- 0.039 mile
0.249 mile

Cost of Roadway Per Mile ---------- $447,990.48

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 94,078.00	$ 75,262.00	$ 18,816.00
Structure	308,836.00	247,068.00	61,768.00
TOTAL	$402,914.00	$322,330.00	$ 80,584.00

Group 1: 100%
Contract No. 9787
Prefix: 223-1996
Prefix: C9787

RLC:me

9787

STATE COPY

P

OMB No. 04-R2089

TO BE COMPLETED BY FHWA **MONTHLY TRANSACTION NO.** 5-184	**U. S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION** **FEDERAL-AID PROJECT AGREEMENT** 5-23-84	**State** OREGON **County** MALHEUR **Project No.** BROS-2300(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Malheur River Bridge Section of Little Valley Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-21-84	0.249
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 386,814	$ 309,451

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
~~BY~~ FOR: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator [illegible] 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 21, 1984

FEDERAL AID PROJECT NO. BROS-2300(8)

MALHEUR RIVER BRIDGE SECTION
LITTLE VALLEY ROAD
MALHEUR COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE E000
ROADWAY (Sta. 7+50 to Sta. 12+30)(Sta. 14+70 to Sta. 21+00)

Mobilization	Lump Sum	All	--	$ 17,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	--	500.00
Temporary Signs	Sq. Ft.	74	7.00	518.00
Temporary Barricades	Each	2	100.00	200.00
Flagmen	Hour	100	15.00	1,500.00
Clearing and Grubbing	Lump Sum	All	--	2,300.00
Embankment in Place	Cu. Yd.	5,289	4.20	22,213.80
Scour Protection Excavation	Cu. Yd.	240	5.00	1,200.00
Trench Excavation	Cu. Yd.	36	7.50	270.00
Finishing Roadbed and Slopes	Lump Sum	All	--	600.00
Obliteration of Roadway	Lump Sum	All	--	700.00
Aggregate Base	Ton	1,200	13.60	16,320.00
12-inch Culvert Pipe	Lin. Ft.	52	10.40	540.80
18-inch Culvert Pipe	Lin. Ft.	44	17.25	759.00
8-inch Drain Pipe	Lin. Ft.	74	3.50	259.00
Special Filer Material in Drains	Cu. Yd.	8	30.00	240.00
Guard Rail, Type 2A	Lin. Ft.	125	14.10	1,762.50
Guard Rail, Type 3	Lin. Ft.	100	22.50	2,250.00
Guard Rail Anchors, Type 1	Each	1	270.00	270.00
Guard Rail Anchors, Type 1 Modified	Each	2	270.00	540.00
Rail End Pieces, Type B	Each	3	48.00	144.00
Rail End Pieces, Type C	Each	1	91.00	91.00
Type 1 Fence	Lin. Ft.	1,070	3.00	3,210.00
Loose Riprap, Class 100	Cu. Yd.	400	20.00	8,000.00
				$ 81,888.10

ANTICIPATED ITEMS

Roadside Seeding and Mulching	Lump Sum	All	--	$ 1,000.00
				$ 1,000.00
		SUBTOTAL		$ 82,888.10
		Engineering		11,189.90
		TOTAL		$ 94,078.00

TYPE CODE X081
STRUCTURE, BRIDGE NO. 1444B (Sta. 12+64 to Sta. 14+70)

ALTERNATE "A"

Bridge Removal Work	Lump Sum	All	--	$ 5,900.00
Shoring, Cribbing, Etc.	Lump Sum	All	--	10,500.00
Structure Excavation	Cu. Yds.	397	16.00	6,352.00
Structure Excavation Below Elevations Shown	Cu. Yds.	36	20.00	720.00
Special Wall Backfill	Cu. Yds.	107	10.00	1,070.00
Structural Concrete, Class 3300 (164 C.Y.)	Lump Sum	All	--	41,000.00
4' x 65'/70' Prestressed Slabs	Each	14	5,000.00	70,000.00
4' x 105'/110' Prestressed Box Beams	Each	7	12,725.00	89,075.00
Reinforcement (30,500 Lbs.)	Lump Sum	All	--	14,300.00
Two Tube Steel Railing	Lin. Ft.	475	40.00	19,000.00

SUBTOTAL ALT. "A"	$257,917.00
Engineering	34,819.00
TOTAL	$292,736.00

Length of Roadway ----------------	0.210 mi.
Length of Structure --------------	0.039 mi.
TOTAL	0.249 mi.

Cost of Roadway Per Mile --------- $447,990.48

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
Roadway	$ 94,078	$ 75,262	$18,816
Structure	292,736	234,189	58,547
TOTAL	$386,814	$309,451	$77,363

Group 1: 100%
Contract No. 9787
Prefix: 223-1996
Prefix: 223-1088

CL:pf

9787

June 9, 1986

CON 5 - #9787

United Pacific Insurance Company
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On May 13, 1986, we wrote to you concerning release of final payment on Contract No. 9787 awarded to A & R Construction, Inc. dba Laco Construction for work on the Malheur River Bridge Section of Little Valley Road in Malheur County.

Final payment on this contract is $3,065.74 and the total contract amount is $358,231.55. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: A & R Construction, Inc.
dba Laco Construction
2041 1st Avenue N.
Lewiston, ID 83501

United Pacific Insurance Company
P.O. Box 7427
Boise, ID 83707

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9787

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9787

TO: Robert Gormsen
Manager, Commission Services

DATE: April 24, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract:	9787
On Site Work Substantially Completed:	January 4, 1985
All Work Completed:	April 29, 1985
Project:	Malheur River Bridge
Highway:	County Road (Little Valley Road)
County:	Malheur
Type of Work:	Grading, Surfacing, and Structure
Contractor:	A & R Construction, Inc. dba LACO Construction

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

5-13-86 - Surety letter written.

RECEIVED
APR 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9787

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9787

TO: Warren Richards
Region 5 Construction Engineer

DATE: February 7, 1986

FROM: Gerald Wimer Jerry
Construction Operations Engineer

SUBJECT: Malheur River Bridge Section
Contract No. 9787

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 10 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

During our cursory review of the material summary certified September 25, 1985, and submitted September 26, 1985, for this project by your Region, we found the following non-resolved deficiency in the material records:

> 8.5 cubic yards low strength Structural Concrete Class 3300. A price reduction in the amount of $2,125 was computed by this office, using our standard procedures.

This deficiency is of such nature that some action should be taken. Please determine and submit the required details and/or proposed corrective action. To aid your review, the following records are returned herewith:

Copy of Price Adjustment calculation sheet dated November 13, 1985.
Copy of Field Inspection Report 2A, Bid Item 30.
Copy of Field Inspection Report 2, Bid Item 30.
Copy of Concrete Documentation sheets dated July 10, 1984.
Copy of Concrete Unit Weight, Yield and Cement Factor dated July 10, 1984.
Copy of Lab #84 9247-50 for C-29615.

Unless we hear from you by March 10, 1986, the project records will be closed. The $2,125 will be declared non-participating and will require use of State and/or local funds. Your timely submittal of the required records indicating that materials are of specified quality will preclude this. You may still have basis for a price adjustment against the contractor, or you may have a basis for a lessor non-participating amount than identified by this office.

Should any amounts be declared non-participating, such action will be reported to the Assistant State Highway Engineer for Operations.

Your attention is further directed to the fact this project includes local government funding. This means that any uncorrected deficiencies not billed against the contractor will result in non-participation, part or all of which must be billed to the local government. We should make the effort to preclude this unsupported expense against their funds.

GW:mk

cc: W. E. Schwartz Jack Sullivan Don Harwell Quality Control

02063m

9787

Malheur River (Little Valley) 11-13-85

Laboratory Report 84-9247-50
Bent 3 Column.

28 day strength = 2425
Min acceptable strength = 2805 psi (85% of design)

% of of Specification = $\frac{\text{Design} - \text{Test Result}}{\text{Design} - \text{Min Accept.}}$

$= \frac{3300 - 2425}{3300 - 2805} = \frac{875}{495} = 176\%$

% Reduction (Graft) = off the graft.

Price adj $= 1 \times \frac{8.5}{164} \times 41{,}000 = \$2{,}125$

HIGHWAY DIVISION

FIELD INSPECTION REPORT

REPORT NUMBER 2A
ITEM NO. 30

PROJECT NAME (SECTION): MAL[illegible] R[illegible] RIVE[illegible] B[illegible]

CONTRACT NO.: 7191

HIGHWAY: [illegible]

COUNTY: [illegible]

PREFIX: C [illegible]04791

PROJECT MANAGER: B. N. HA[illegible]

F. A. PROJECT NO.: [illegible]

REASON FOR THIS REPORT:
☐ INSPECTION OF MATERIALS
☐ RECORD PROGRESS INSPECTION
☐ JOB CONTROL INSPECTION
☐ RECORD FINAL INSPECTION

MATERIALS DELIVERED FOR PROJECT

TYPE OF MATERIALS: [illegible] 3300

DATE DELIVERED: 7-10-84

SOURCE OF MATERIALS (MANUFACTURER OR FABRICATOR): [illegible]

DELIVERED TO (NAME OF CONTRACTOR OR SUBCONTRACTOR): A R Con. Inc.

QUANTITY DELIVERED: 9.5 UNIT: Cu.Yds

QUANTITY ACCEPTED: 8.5

QUANTITY REJECTED (EXPLAIN): 1.0

TOTAL ACCEPTED TO DATE: 34.0

ESTIMATED TOTAL REQUIRED: 180.0

SAMPLE DATA SHEET NO. OF SAMPLE SENT TO MATERIALS SEC. FOR TESTS:

DATA SUPPORTING ACCEPTANCE OF MATERIALS

☐ MATERIALS SECTION INSP. REPORT NO. I-

LAB REPORT NO.

☐ MATERIALS SECTION INSPECTION LABEL OR MARK SHOWING MATERIAL WAS INSPECTED PRIOR TO SHIPMENT.

☐ MANUFACTURER'S CERTIFICATION OF TEST RESULTS (ATTACH TO MATERIALS SECTION COPY).

☐ STATEMENT OF COMPLIANCE (ATTACH TO MATERIALS SECTION COPY OR EXPLAIN UNDER REMARKS).

☒ TESTS PERFORMED OR OBSERVED IN FIELD (EXPLAIN UNDER REMARKS).

REMARKS AND EXPLANATIONS – MATERIAL DESCRIPTIONS, DATES OF MANUFACTURE, HEAT AND LOT NOS., DAMAGED OR SUBSTANDARD MATERIALS, REASONS FOR REJECTION AND DISPOSITION OF REJECTED MATERIALS.

[illegible]

Bent 3 Columns Station 14+05

[illegible]

4700	3500
4200	3700
4450	3500
6400	4200
4450	4450
5200	2750
ave 4917	ave ~~3688~~ 3700

This is the results of the Swiss Hammer tests requested by Bridge Design after low cylinder break on Lab Report 84-9247-50.

WHERE INSPECTED:

DATE:

INSPECTED AND PREPARED BY:

HIGHWAY DIVISION

FIELD INSPECTION REPORT

REPORT NUMBER 2 FOR BID ITEM NO. 30

CONTRACT NO. 9787

PREFIX 223-1088

F. A. PROJECT NO. BROS-2300(8)

PROJECT NAME (SECTION) Malheur River (Little Valley) Bridge

HIGHWAY Co. Rd. (Little Valley Road) COUNTY Malheur

RESIDENT ENGINEER B. N. Hatcher

REASON FOR THIS REPORT ☒ INSPECTION OF MATERIALS ☐ RECORD PROGRESS INSPECTION ☐ JOB CONTROL INSPECTION ☐ RECORD FINAL INSPECTION

MATERIALS DELIVERED FOR PROJECT

TYPE OF MATERIALS Structural Concrete Class 3300

DATE DELIVERED 7-10-84

SOURCE OF MATERIALS (MANUFACTURER OR FABRICATOR) Ontario Redi Mix

DELIVERED TO (NAME OF CONTRACTOR OR SUBCONTRACTOR) A.&R Const. Inc.

QUANTITY DELIVERED 9.5 UNIT Cu. Yds

QUANTITY ACCEPTED 8.5

QUANTITY REJECTED (EXPLAIN) 1.0

TOTAL ACCEPTED TO DATE 34.0

ESTIMATED TOTAL REQUIRED 180.0

SAMPLE DATA SHEET NO. OF SAMPLE SENT TO MATERIALS SEC. FOR TESTS C-29615

DATA SUPPORTING ACCEPTANCE OF MATERIALS

☐ MATERIALS SECTION INSP. REPORT NO. I-

LAB REPORT NO.

☐ MATERIALS SECTION INSPECTION LABEL OR MARK SHOWING MATERIAL WAS INSPECTED PRIOR TO SHIPMENT.

☐ MANUFACTURER'S CERTIFICATION OF TEST RESULTS (ATTACH TO MATERIALS SECTION COPY).

☐ STATEMENT OF COMPLIANCE (ATTACH TO MATERIALS SECTION COPY OR EXPLAIN UNDER REMARKS).

☒ TESTS PERFORMED OR OBSERVED IN FIELD (EXPLAIN UNDER REMARKS).

REMARKS AND EXPLANATIONS – MATERIAL DESCRIPTIONS, DATES OF MANUFACTURE, HEAT AND LOT NOS., DAMAGED OR SUBSTANDARD MATERIALS, REASONS FOR REJECTION AND DISPOSITION OF REJECTED MATERIALS.

Delivered and poured 8.5 cu. yds of 6.3 sk., Class 3300 Concrete, Mix Design 84-8693. Material was placed in Bent 3 columns. Concrete was dry batched by Ontario Redi Mix, with a State Inspector present. Cement ane AEA were added on the jobsite. Cement certified by Oregon Portland Cement Co., Durkee, Ore.; typical Mill Analysis No. D-84-2. Aggregates certified by Ontario Redi Mix. Four cylinders were cast, 3¼" Slump, 7.8% Air, 134.96 lbs/cu. ft, cement factor 5.95. Material accepted for use based on certification, tests and visual inspection.

Rejected 1.0 cu. yds. excess material.

WHERE INSPECTED Jobsite

DATE 7-10-84

INSPECTED AND PREPARED BY Thomas E [illegible]

CONCRETE DOCUMENTATION

Date 7-10-84 Load No. 2 Truck No. 8

Project Little Valley Bridge

Contractor A&R Const

Contract No. 9787 Mix Design No. ____

Time Batched 10:52 Time Placed 12:05

Cu. Yds. 4 3/4 Accum. Cu. Yds. ____

Moisture Cont. ¾"-#4 ____ 1½" ____ Sand ____

BATCH WEIGHTS (Indiv.)/(Accum)

Cement	¾"-#4	1½"-¾"	Sand
2820	8702		5795

WATER

Added @ Plant 122.5 Gal. Est. Entrained ____ Gal. Added @ Job +5 Gal.

Total Water ____ Max Water ____

AD MIXTURES	AEA.	WR.	OTHER
Brand	Protex		
Quantity	72 Oz		

Rev. Mixer ____ Remarks: Air & Cement added at site

Location of Placement: Bent 3 Column Lt.

Batch Plant Insp. Chris Uber

Field Insp. Thomas E Grimes

CONCRETE DOCUMENTATION

Date 7-10-84 Load No. 1 Truck No. 18

Project Little Valley Bridge

Contractor A&R Const

Contract No. 9787 Mix Design No. ____

Time Batched 12:18 Time Placed 1:10

Cu. Yds. 4 3/4 Accum. Cu. Yds. ____

Moisture Cont. ¾"-#4 ____ 1½" ____ Sand ____

BATCH WEIGHTS (Indiv.)/(Accum)

Cement	¾"-#4	1½"-¾"	Sand
2820	8702		5795

WATER

Added @ Plant 122.5 Gal. Est. Entrained ____ Gal. Added @ Job +5 Gal.

Total Water ____ Max Water ____

AD MIXTURES	AEA.	WR.	OTHER
Brand	Protex	72	
Quantity	72 Oz		

Rev. Mixer ____ Remarks: Air & Cement added at site

Location of Placement: Bent 3 Column Rt.

Batch Plant Insp. Chris Uber

Field Insp. Thomas E Grimes

CONCRETE UNIT WEIGHT, YIELD & CEMENT FACTOR
Reference AASHTO T121-82

Section Malheur River (Little Valley) Bridge Highway Co. Rd (Little Valley Road)

Contract 9787 B. N. Hatcher, Project Manager Inspector Tom Pinner

Supplier Ontario Redi Mix Load No. 1 Date 7-10-84

Batch: 4.75 cu.yd.

1. Volume ("S") of concrete in batch (cu. ft.)

Wc = 2,820 lbs. (Total Wt. of cement in batch)
Wf = 5795 lbs. (Total Wt. of sand in batch)
Wca= 8702 lbs. (Total Wt. of course agg.; 1½"-3/4" and/or [✓ 3/4"-#4])
Mix water 122.5 gal.
Add water 5.0 gal.
Total 127.5 gal.
Ww = (127.5 gal.) X 8.34 = 1,063 lbs. (Total water in batch)
38.85 lbs. (Gross Wt. of ¼ cu.ft. concrete & pot)
5.42 lbs. (Tare Wt. of pot)
Wn = 33.43 lbs. (Net Wt. of ¼ cu.ft. concrete)
Pc = Pot calibration: 62.4 ÷ Wt. of pot filled w/ water @ 62° F)
W = Pc(4.037) X Wn(33.43) = 134.96 lbs./cu.ft.

$$S = \frac{Wc(2,820\ \text{lbs.}) + Wf(5,795\ \text{lbs.}) + Wca(8702\ \text{lbs}) + Ww(1,063\ \text{lbs})}{W(134.96\ \text{lbs/cu.ft.})}$$

S = 136.19 cu.ft.

2. Yield ("Y")

$$N = \frac{Wc}{94} = \frac{2820}{94\ \text{lbs/bag}}\ \text{lbs} = 30\ \text{bags}$$

Y = S(136.19 cu.ft.) ÷ N(30 bags) = 4.54 cu.ft./bag

3. Cement Factor "N_1" = 27cu.ft./cu.yd. ÷ Y(4.54 cu.ft./bag) = 5.95 bag/cu.yd.

4. Air Entrainment Brand Name Protex ____ oz./bag, or 16 oz./cu.yd.
Measured Air 7.8 %

5. Measured Slump 3¼" inches Number of cylinders cast 4

HES 7/84-1

HIGHWAY DIVISION
MATERIALS SECTION
RM 81-734-3573

LABORATORY TEST RE RT FOR CONCRETE CYLINDERS

84 9247-50

DATA SHEET NO. C - 29615

SAMPLE DATA

OJECT NAME Malheur River (Little Valley) Bridge	BRIDGE NO. 1444B	PREFIX NO. 223-1088
GHWAY Co. Rd. (Little Valley Road)	CONTRACT NO. 9787	F.A. PROJECT NO. BROS-2310(8)
NTRACTOR A & R Construction Inc, dba LACO Const.		COUNTY Malheur
BMITTED BY: B. H. Hatcher		TITLE Proj. Mgr
NCRETE FOR (LOCATION OR PLACEMENT) Bent 3 Columns	CONCRETE SUPPLIER Ontario Redi Mix	

EPRESENTED BY O. OF CYLS. 4	SET NO. 2	DATE CAST 7-10-84	DATE SHIPPED 7-13-84	SAMPLED BY: T. E. Pinner

REAK "A" IN DAYS 7 DAYS 7-17-84 DATE	BREAK "B" IN DAYS 14 DAYS 7-24-84 DATE	BREAK "C" IN DAYS 28 DAYS 8-7-84 DATE	BREAK "D" IN DAYS 28 DAYS 8-7-84 DATE
REAK "E" IN DAYS DAYS DATE	BREAK "F" IN DAYS DAYS DATE	TYPE OF SAMPLE CONTROL ☒ RECORD ☐	WITNESSED BY:

EMENT: BRAND OPC	TYPE I & II	LAB OR MILL REPORT NO. D 84-2	ADDITIVES: BRAND Protex	TYPE AEA

IX DESIGN:	LAB OR I.D. NO. 84-8693	CLASS 3300	AGG. SOURCE NO. 23-109-5	CEMENT CONTENT 592 LBS/C. YD.	SLUMP 3"-4" IN.	AIR CONTENT 5% %	MAX. W/C RATIO BY WT.

ELD TEST RESULTS	FIELD MOISTURE CONTENT 1½-¾ — %:¾-4 2 %:FA 4 %	CEMENT CONTENT 559 LBS/C. YD.	SLUMP 3¼ IN.	AIR CONTENT 7.8 %	UNIT WT. 135.0 LBS/C FT

ROPORTIONS AS BATCHED (SCALE WTS.)
DDITIVES 72 OZ:CEMENT 2820 :1½-¾ — :¾-4 8703 :FA 5795 :WATER 1022 WATER ADDED :ON JOB 42

ESTRESS CONCRETE:	STEAM HRS.	MAX. TEMP	REQ. REL. STRENGTH P.S.I.	RELEASED P.S.I.	CYLINDER CURE STD ___ DAYS:FIELD ___ HRS. OR DAYS

EMARKS

RECEIVED
SEP 12 1984
OFFICE OF PROJECT MANAGER
ONTARIO, OREGON
☒ P.M. ☐ A.P.M. ☐ O.M.

LABORATORY REPORT

BORATORY CHARGES $13.00 EACH ($52.00) paid	DATE RECEIVED 7-17-84	DATE REPORTED 7-19-84

ABORATORY NO.	CYLINDER NO.	STRENGTH		AGE @ TEST	DATE OF BREAK	REMARKS
84 9247	2 A	2050	PSI	8 DAYS	7-18	7-19
84 9248	2 B	2120	PSI	14 DAYS	7-24	7-24
84 9249	[illegible]	2425	PSI	28 DAYS	8-7	8-7
84 9250	[illegible]	2915	PSI	59 ~~28~~ DAYS	~~8-7~~ 9-7	59 day break requested by H. Shaw tel. 7/24 - R. Delany
	E		PSI	DAYS		
	F		PSI	DAYS		

DISTRIBUTION
IWA
NSTRUCTION ENGINEER
IDGE ENGINEER
INTENANCE ENGINEER
GION ENGINEER
SIDENT ENGINEER B Hatcher
ST. ENGINEER
LFS
&R Const. Inc.

REMARKS cylinder # 84-9248 was broken open for inspection. The mortar appeared to contain excess air, note air content.

STRUCTIONS: FORWARD WHITE ORIGINAL TO MATERIALS LABORATORY, SALEM

Jack Sullivan
ENGINEER OF MATERIALS

9787

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Malheur River (Little Valley) Bridge

WEEK ENDING: Sept. 28, 1985

SECTION PREFIX: C09787

HIGHWAY: Little Valley(Co.Rd.)

COUNTY: Malheur

NAME OF JOB:

KIND OF WORK: Grading, Surfacing & Structure

CONTRACTOR: A & R Construction

CONTRACT NUMBER: 9787

FEDERAL AID PROJECT NUMBER: BROS-2300(8)

DATE OF CONTRACT: May 10, 1984

DATE WORK STARTED: June 6, 1984

ESTIMATED COMPLETION DATE: (a)11-30-84(b)11-30-84

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: (a)10-31-84 (b)11-30-84

PERCENT OF TIME ELAPSED: 121

PROJECT AUTHORIZATION: $ 386,813.79

EXCLUSIVE OF ENGINEERING: $ 356,141.33

ENGINEERING AUTHORIZATION: $ 30,672

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 361,299.59

ENGINEERING COST TO DATE: $ 38,818.

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1 %

PERCENT OF AUTHORIZATION: 127 %

DATE PROJECT WAS COMPLETED: January 4, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.21	0.21			
MILES PARTIALLY COMPLETED	0.21	0.21			
MILES COMPLETED	0	0			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,289cy	1,200cy			
TOTAL QUANTITIES CORRECTED TO DATE	5,289cy	1,200cy			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,426cy	689.96cy			
AVERAGE DAILY QUANTITIES	0	62.8			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0cy			
NUMBER OF SHIFTS PER DAY	0	1			
HOURS PER SHIFT	0	8			

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1444B							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22		0		
MONDAY 23		0		
TUESDAY 24		0		
WEDNESDAY 25		0		
THURSDAY 26		0		
FRIDAY 27		0		
SATURDAY 28		0		

CONTR. NO: 9787 DATE: Sept. 28, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

22 SUNDAY	No activity.
23 MONDAY	No Activity.
24 TUESDAY	No activity.
25 WEDNESDAY	No activity.
26 THURSDAY	No activity.
27 FRIDAY	No activity.
28 SATURDAY	No activity.

REMARKS

Semi-final submitted to Region Monday of this week.

FINAL REPORT

SIGNED Hubert E Shaw LOCATION Ontario

H.E. Shaw, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

DESCRIPTION	PREFIX		FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	223	1083	201	00	N 1			150.00	84	84
	223	1083	206	00	N 1			61.95	84	84
	223	1083	296	00	N 9	24,031.77CR	24,842.65CR	119,222.86CR	83	85
	223	1083	297	00	N 9	24,031.77	24,031.77	24,031.77	85	85
	223	1083	298	00	N 9		810.88	95,191.09	83	84
	223	1083	900	00	P 1		16.00	7,750.65	83	85
	223	1083	900	00	N 1		4.04	22.04	83	85
	223	1083	900	01	P 1		12.73CR		84	85
	223	1083	900	01	N 1		4.04CR		84	85
	223	1083	920	00	P 1			38.21	83	84
	223	1083	921	00	P 1	53.87CR	53.87CR		83	85
	223	1083	940	00	P 1			777.39	83	84
	223	1083	941	00	P 1			538.73	83	84
	223	1083	942	00	P 1			[illegible]	[illegible]	84
	223	1083	944	00	P 1	53.87	53.87	[illegible]	[illegible]	[illegible]
	223	1083	945	00	P 1			[illegible]	[illegible]	84
	223	1083	946	00	P 1			164.05	83	84
	223	1083	948	00	P 1			102.86	83	84
			TOT		P1		3.27	118,988.86		
			TOT		N1			233.99		
			** JOB TOTALS **			**	3.27 **	119,222.85 **		
MALHEUR BR LITTLE VLY RD	CONT NO 9787		FA PROJ NOS BROS2300008 100						STATE	
	223	1088	201	00	P 1		357,674.99	357,674.99	84	85
	~~223~~	~~1088~~	~~204~~	~~00~~	~~P 1~~		~~5,000.00CR~~	~~5,000.00CR~~	84	85
	~~223~~	~~1088~~	~~296~~	~~00~~	~~N 9~~	~~20,165.30CR~~	~~308,588.18CR~~	~~309,451.00CR~~	84	85
	~~223~~	~~1088~~	~~298~~	~~00~~	~~N 9~~	~~20,165.30~~	~~308,588.18~~	~~309,451.00~~	84	85
	223	1088	900	00	P 1	59.66CR	24,685.55	27,905.11 × 17.27.25	84	85
	223	1088	900	00	N 1		30.43	34.80 ✓	84	84
	223	1088	920	00	P 1			48.17 18.53	84	84
	223	1088	940	00	P 1		4,226.40	4,226.40 + 19.33	84	85
	223	1088	941	00	P 1	.63	8.03	8.03	85	85
	223	1088	942	00	P 1	16.11CR	4,056.68	4,056.68	84	85
	223	1088	944	00	P 1	6.43CR	1,504.51	2,040.91	84	85
	223	1088	945	00	P 1	.15CR	31.51	61.56	84	85
	223	1088	946	00	P 1	2.00CR	519.32	704.44	84	85
	223	1088	948	00	P 1	.80CR	177.56	330.99	84	85
			TOT		P1	84.52CR	387,884.55	392,057.28		
			TOT		N1		30.43	34.80		
			** JOB TOTALS **			84.52CR**	387,914.98 **	392,092.08 **		
SPTC XNG@QUINABY RD RRP-000S(CONT NO			FA PROJ NOS RRP 000S020 100						STATE	
	224	1053	270	01	P 1			56,357.75	82	83
	224	1053	270	04	P 1			1,296.21	[illegible]	[illegible]
	224	1053	296	00	N 9		5,850.47CR	58,504.[illegible]CR	[illegible]	84
	224	1053	298	00	N 9			52,654.25	[illegible]	[illegible]
	224	1053	299	00	N 9		5,850.47	5,850.47	84	84

6-85

9787

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                               223   1979     926     00 P 1
                               223   1979     927     00 P 1                                                4,970.73
                               223   1979     929     00 P 1                                                1,045.20
                                              TOT     P1                                                   15,817.48
                                              TOT     N1                                                       14.14
                                           ** JOB TOTALS **                 **                  **         15,831.62  **

MALHEUR R(L VALLEY) BR      CONT NO      * FA PROJ NOS BROS2300005 100                                                         STATE
                               223   1996     296     00 N 9                          21,277.02CR          50,327.02CR
                               223   1996     297     00 N 9                                                3,810.00
                               223   1996     298     00 N 9                          21,277.02            46,517.02
                               223   1996     901     00 P 1                             143.77             9,129.12
                               223   1996     901     00 N 1                                                    5.66
                               223   1996     901     01 P 1                                                   13.02
                               223   1996     901     01 N 1                                                    4.03
                               223   1996     905     00 P 1                                                8,600.46
                               223   1996     906     00 P 1                                                  259.99
                               223   1996     910     00 P 1                                                   18.89
                               223   1996     918     00 P 1                                                   79.56
                               223   1996     920     00 P 1                                                  346.71
                               223   1996     921     00 P 1                             161.84CR           1,571.05
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                            JUNE 1985       PAGE  958

                                                                                      FISCAL          GRAND TOTAL
    DESCRIPTION                   PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH       YEAR TO DATE        TO DATE
                               223   1996     922     00 P 1                                                   72.20
                               223   1996     923     00 P 1                                                  398.20
                               223   1996     926     00 P 1                                                5,269.73
                               223   1996     927     00 P 1                                               28,240.96
                               223   1996     929     00 P 1                                                  788.98
                               223   1996     932     00 P 1                              16.52CR                16.52
                               223   1996     937     00 P 1                                                2,398.36
                               223   1996     950     00 P 1                                                  942.53
                                              TOT     P1                                  34.59CR          58,146.28
                                              TOT     N1                                                        9.69
                                           ** JOB TOTALS **                 **            34.59CR**        58,155.97  **

DEAD OX PUMP CANAL BRIDGE   CONT NO      * FA PROJ NOS BROS2300004 100                                                         STATE
                               223   1997     296     00 N 9       442.62                442.62            17,053.32CR
                               223   1997     297     00 N 9       442.62CR              442.62CR           2,377.38
                               223   1997     298     00 N 9                                               14,675.94
                               223   1997     901     00 P 1                                                4,076.69
                               223   1997     905     00 P 1                                                2,444.09
                               223   1997     906     00 P 1       219.67CR              219.67CR
                               223   1997     911     00 P 1                                                   73.20
                               223   1997     918     00 P 1                                                   24.67
                               223   1997     920     00 P 1                                                  318.93
                               223   1997     921     00 P 1     2,283.45CR            2,283.45CR
                               223   1997     922     00 P 1                                                   21.12
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ORIGINAL

22—196

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6 7 85

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** Post Final BROS-2300(5)
PROGRAM APPROVED	**VOUCHER PERIOD** From: To:

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
57,213.44 ~~$58,155.97~~	$58,146.28	80%	45763.0 ~~$46,517.02~~	$46,517.02	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 6-7-85 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Malheur River (Little Valley Road) Bridge Section **County Road in Malheur County**					
	Preliminary Engineering Type Code P.E.					
	State		All Required		58,146.28	
	Total Participating Project Cost				58,146.28	
	Nonparticipating Project Cost					
	State		All Required		9.69	
	Total Project Cost				58,155.97	
	Prepared based on Participating Project Costs as shown on the Federal Billing as of 5-16-85					
	AMOUNT CARRIED FORWARD					

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                                   TOT      P1                                               [illegible]
                                   TOT      N1                                               14.14
                                ** JOB TOTALS **                 **                  **   15,831.62  **

MALHEUR R(L VALLEY) BR     CONT NO     * FA PROJ NOS BROS2300005 100                                          STATE
                              223   1996   296      00 N 9                   21,277.02CR   50,327.02CR
                              223   1996   297      00 N 9                                 [illegible]
                              223   1996   298      00 N 9                                  3,810.00
                              223   1996   901      00 P 1                   21,277.02     46,517.02
                              223   1996   901      00 N 1                      143.77      9,129.12
                              223   1996   901      01 P 1                                      5.66
                              223   1996   901      01 N 1                                     13.02
                              223   1996   905      00 P 1                                      4.03
                              223   1996   906      00 P 1                                  8,600.46
                              223   1996   910      00 P 1                                    259.99 ✓ To 927
                              223   1996   918      00 P 1                                     18.89
                              223   1996   920      00 P 1                                     79.56
                              223   1996   921      00 P 1                                    346.71
                                                                                161.84CR    1,571.05 ✓ To 929


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              JUNE 1985          PAGE  958

      DESCRIPTION                                                        FISCAL          GRAND TOTAL
                              PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE     TO DATE
                              223   1996   922      00 P 1                                     72.20 ✓
                              223   1996   923      00 P 1                                    398.20 ✓
                              223   1996   926      00 P 1                                  5,269.73
                              223   1996   927      00 P 1                              ~~28,240.96~~ ✓  28,500.95
                              223   1996   929      00 P 1                                  ~~788.98~~ ✓   2,360.03
                              223   1996   932      00 P 1                     16.52CR         16.52  ~~929~~
                              223   1996   937      00 P 1                                  2,398.36
                              223   1996   950      00 P 1                                    942.53  - 929
                                   TOT      P1                                 34.59CR     58,146.28
                                   TOT      N1                                                  9.69
                                ** JOB TOTALS **                 **            34.59CR**   58,155.97  **

DEAD OX PUMP CANAL BRIDGE  CONT NO     * FA PROJ NOS BROS2300004 100                                          STATE
                              223   1997   296      00 N 9      442.62          442.62     17,053.32CR
                              223   1997   297      00 N 9      442.62CR        442.62CR    2,377.38
                              223   1997   298      00 N 9                                 14,675.94
                              223   1997   901      00 P 1                                  4,076.69
                              223   1997   905      00 P 1                                  2,444.09
                              223   1997   906      00 P 1      219.67CR        219.67CR
                              223   1997   911      00 P 1                                     73.20
                              223   1997   918      00 P 1                                     24.67
                              223   1997   920      00 P 1                                    318.93
                              223   1997   921      00 P 1    2,283.45CR      2,283.45CR
                              223   1997   922      00 P 1                                     21.12
                              223   1997   923      00 P 1                                     72.96
                              223   1997   926      00 P 1                                  4,560.75
                                                                                               34.00
```

B01
BILLING NUMBER 51

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

06/30/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
220-1908	1	BROS-2000-004 APPR-117	30,480.00	8,500.70	8,500.70	80.00	6,800.56	5,172.56		1,628.00
220-1912	1	RRP -000S-050 APPR-139	1,800.00	36.17	36.17	90.00	32.55	4.96		27.59
220-1913	1	M -1082-001 APPR-W32	257,485.00	218,856.09	218,856.09	88.18	192,987.30	192,987.43		.13-
220-1917	1	BROS-2000-005 APPR-117	18,560.00	1,849.27	1,849.27	80.00	1,479.42	556.36		923.06
220-1939	1#	RRS -6430-001 APPR-138	2,194.37	2,438.19	2,438.19	90.00	2,194.37	2,194.37		
220-1985	1#	BROS-2000-002 APPR-117	2,883.77	3,604.71	3,604.71	80.00	2,883.77	2,883.77		
221-1907	1#	BHOS-2100-004 APPR-117	28,932.84	36,166.05	36,166.05	80.00	28,932.84	28,932.84		
221-1916	1#	BROS-2100-003 APPR-117	21,292.24	26,615.30	26,615.30	80.00	21,292.24	21,292.24		
221-1998	1	BROS-2100-002 APPR-117	16,240.00	15,795.81	15,786.33	80.00	12,629.06	12,629.06		
222-1908	1	BRS -A489-001 APPR-118	25,160.00	25,535.30	25,510.30	80.00	20,408.24	20,356.27		51.97
222-1922	1	RRS -5420-001 APPR-138	1,800.00	140.27	140.27	90.00	126.24	126.24		
222-1924	1	RRS -000S-017 APPR-138	1,800.00	538.17	569.86	90.00	512.87	228.11		284.76
222-1925	1	RRS -000S-018 APPR-138	1,800.00	92.10	92.10	90.00	82.89	82.89		
222-1974	1	SOS -2200-002 APPR-680	21,442.00	40,515.19	40,447.14	85.77	34,691.51	21,442.00	13,249.51 B	
	2	BROS-2200-002 APPR-114	20,760.00	29,232.63	29,232.63	80.00	23,386.10	20,760.00	2,626.10 B	
222-1974		PREFIX TOTALS	42,202.00	69,747.82	69,679.77		58,077.61	42,202.00	15,875.61	
223-1903	1	RRS -000S-024 APPR-138	1,800.00	764.12	832.94	90.00	749.65	749.68		.03-
223-1905	1	BROS-2300-007 APPR-117	63,200.00	35,768.81	35,199.22	80.00	28,159.38	27,925.18		234.20
223-1910	1	BROS-2300-009 APPR-114	24,000.00	15,343.92	15,337.92	80.00	12,270.34	11,305.39		964.95
223-1911	1	BROS-2300-010 APPR-114	26,120.00	21,368.15	21,361.90	80.00	17,089.52	12,356.79		4,732.73
223-1915	1	BROS-2300-011 APPR-117	27,520.00	19,963.10	19,890.19	80.00	15,912.15	12,604.50		3,307.65
223-1979	1#	SOS -2300-002 APPR-680	13,947.85	15,831.62	15,817.48	88.18	13,947.85	13,947.85		
223-1996	1#	BROS-2300-005 APPR-114	46,517.02	58,155.97	58,146.28	80.00	46,517.02	46,517.02		
223-1997	1#	BROS-2300-004 APPR-117	14,675.94	18,378.92	18,344.92	80.00	14,675.94	14,675.94		
224-1901	1	RRS -1660-001 APPR-138	1,800.00	207.78	207.78	90.00	187.00	187.47		.47-
224-1904	1	RRS -000S-015 APPR-138	1,800.00	481.35	481.35	90.00	433.22	274.43		158.79

9-17

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 24, 1985

In Reply Refer to
File No

CON 5

A & R Construction, Inc.
P. O. Box 881
Lewiston, ID 83501

Re: Time Extension Request
Malheur River (Little Valley) Br.
Contract No. 9787
FAP No. BROS-2300(8)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. A contract time adjustment of an additional 14 calendar days for completion of phase "A" of the project and 35 calendar days for completion of phase "B" of the project is granted due to the performance of additional and extra work.

The adjusted contract time of completion of phase "A" is November 14, 1984. The adjusted contract time of completion of phase "B" is January 4, 1985. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
R. D. Hector w/att.
Barry Hatcher w/att.
FHWA w/att.
Bruce Walton

TE/162

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

TO: Bryant Jackmond
Contract Administration Engineer

DATE: March 6, 1985

SUBJECT: Request for Increase in Contract Time
Malheur River (Little Valley) Bridge
Contract No. 9787

Enclosed is a request by the contractor for an extension of contract time and copies of transmittals from the project manager's office, recommending extensions sufficient to eliminate all liquidated damages.

Changes made by the State delayed completion of Phase A by more than the 14 days for which liquidated damages were assessed. In his January 7, 1985 memo, Hatcher recommends contract time for Phase B be extended 14 days due to the affect of Phase A work, plus an additional 21 days due to lack of performance of a subcontractor and late delivery of materials. Further review of Phase A delays (see January 16 memo) reveals that the contractor was delayed a total of 36 calendar days (Items 1 through 5 of January 16, 1985 memo). Phase B work could not be commenced until Phase A was substantially complete. Had the contractor finished Phase A 36 days sooner, it is reasonable to assume that he would have placed his order for fencing earlier, certainly earlier than the first week of November. Also, he would have become aware earlier of the subcontractor's inability to perform.

I, therefore, recommend that the contract time for Phase A be increased by 14 days (36 days justified) and Phase B contract time be adjusted 35 days (the same 36 days justified). This would eliminate all liquidated damages.

Warren Richards
Warren Richards
Region 5 Construction Engineer

WR/jef

4-23-85

W. E. Schwartz –

I concur with Region and Proj. Mgr. and recommend a 14 C.D. time extension for phase "A" and a 35 C.D. extension for phase "B" due to performance of additional and extra work under P.D. 1, 2 & 3.

O. B. Jackmond

CE__ CAE__ RECEIVED LS__ TC__
COE__ OM__
OE__ SA__ CC__
CA__ MAR 11 1985 FE__ CP__
POC__
CAM__ CONSTRUCTION QCS__
EEO__ SECTION FILE.__

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

cy 5-24
Fredric

RECEIVED
STATE HWY ENGR
MAY 24 '85
~~REFER TO~~
FOR
Info | Invest | R/D | D/A | Sign | Act | File

REGION NO. 10	REPORT NO. 2	COUNTY Malheur	DIVISION Oregon
IN COMPANY WITH Kamal Kamadoli, Glenn Abernathy, OSHD			
DATE OF INSPECTION 4-3-85	INSPECTION MADE BY Robert E. Burkhardt, Asst Bridge Engr		PROJECT NO. BROS-2300(8)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

MALHEUR RIVER (LITTLE VALLEY) BRIDGE SECTION
LITTLE VALLEY COUNTY ROAD
GRADING, SURFACING & STRUCTURES

NOTED
W. E. SCHWARTZ

This project provided for the grading of a 28 foot roadway, construction of a 6" aggregate base, and construction of a 3 span 240' bridge. Spans 1 and 3 of the 28'-0" wide structure are 65' consisting of 26 inch prestressed slabs, with the 110' middle span incorporating 42 inch prestressed beams. Spread footings were built at bents 2 and 3 in lieu of the drilled shaft alternate.

The 6" diameter utility access holes, shown on drawing No. 39013 as formed in all wing walls, were formed in the breast wall adjacent to the prestressed slabs. The bridge rail posts are on the same alignment as the access holes and may prohibit the use of the holes (see fig. 1).

As noted in Report No. 1, bent No. 3's footing and columns were staked at a 14° skew instead of the 15° skew shown on the plans. Bent No. 2's columns as well as Bents 1 and 4 were staked at a 15° skew. At this time the prestressed box and slab beams had not been built. The ends of the beams were changed and built to a 14° skew for bent 3, but were also inadvertently changed to a 14° skew for bent 2. Bent 2's cap was then formed and poured at a 14° skew (see fig. 2) so that a 1" joint could be developed between the box and slab spans.

Wing wall depths were increased from 3 feet to 4 feet to match the existing cross section of the stream. The wing wall increase and the 1° difference in alignment of bent #2's cap to it's columns were approved by the Bridge Section. FHWA concurs in the actions taken.

(Continued)

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: [illegible]

Earthwork needs to be remeasured before an accurrate final cost of the project is known. Final cost will be around $400,000.00 or a 3% overrun from the contractor's bid price of $386,000.00. Materials incorporated in the project were within specifications. A set of cylinders for a column pour were slow in attaining the required strength. Final acceptance of the projcet will depend on the results of Swiss Hammer testing on the columns.

XXXXXXXXX

STATE COPY

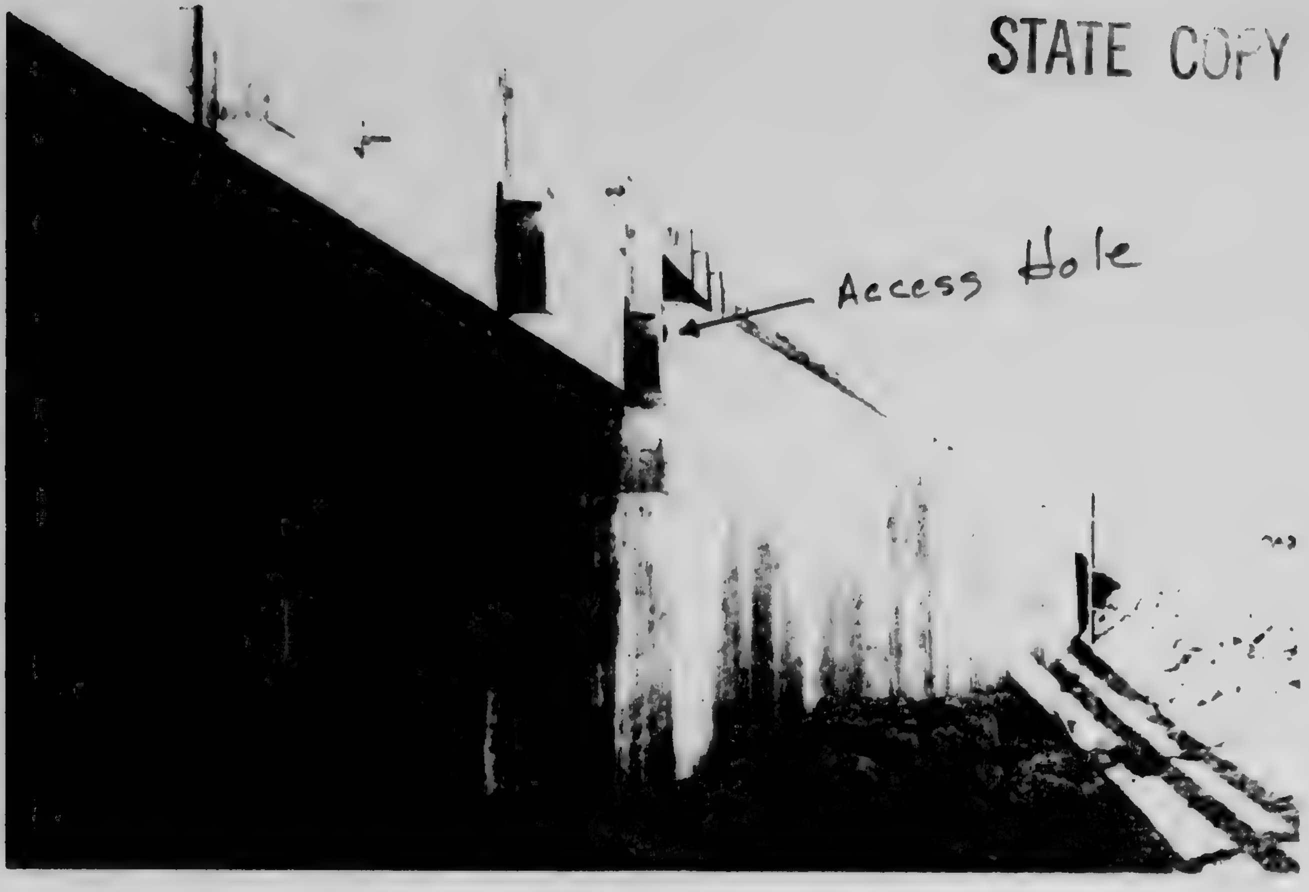

Access Hole

fig. 1, looking SW at Bent 1

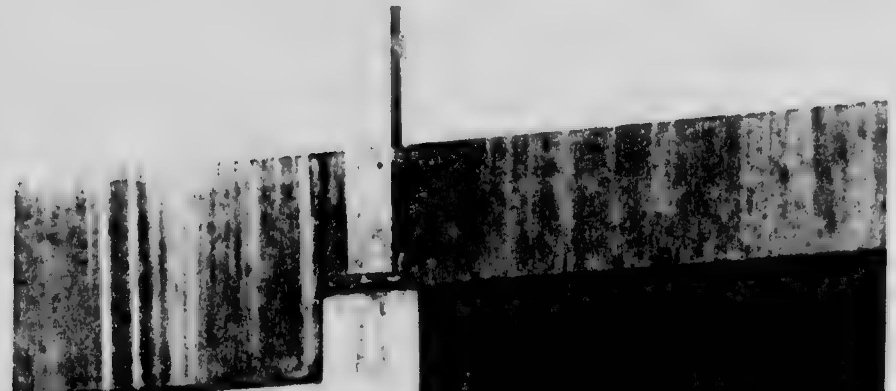


fig. 2, looking South at Bent 2

9787

DATE: June 13, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
BROS-2300(8)

Contract 9787, Work Started June 7, 1984

Project Malheur River (Little Valley) Bridge

Highway County Road (Little Valley Road)

County Malheur

BMW:lm

cc: B. M. Walton

CPC/FL3

9787

April 17, 1984

The Honorable E. M. Sevell
Judge, Malheur County Court
Courthouse
251 B Street W.
Vale, Oregon 97918

PRO

Dear Judge Sevell:

Re: Malheur River Bridge Section
County Road (Little Valley Rd.)
Project No. BROS-2300(8)
Malheur County

On April 12, 1984 the Oregon State Highway Division received a satisfactory bid from A & R dba LACO Construction, P.O. Box 831, Lewiston, Idaho 83501, for the subject project.

This is a Highway Bridge Replacement (HBR) Project and as per our Agreement No. 7668 the County is requested to deposit their share of the project cost as computed below:

Contractor's Bid	$339,805.10
Anticipated Items	1,000.00
Subtotal	340,805.10
Contingencies (4-1/2%)	15,336.23
Engineering (9%)	30,672.46
Total Cost of Contract	386,813.79
Less Federal Funds 80%	(309,451.32)
COUNTY SHARE 20%	77,362.79
County Advance Deposit	$ 77,400.00

We will award the contract when we receive your advance deposit in the amount of $77,400, which should arrive not later than May 4, 1984. You may use one of three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

Recieved
5/7/84

MKS:rw
Attachments

bcc: W/AD #84-30: Roger Lang, Region 5
V. E. Skoog-Please return completed AD #84-30 when advance deposit is received.

9787

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2300(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-21-84

4. PROGRAM NO.

5. ITEM NO. 20085

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/21/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Malheur River Bridge Section ([illegible] Rd.)

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 3/19/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $400,000 - Federal Funds $320,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 1/19/84 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sig Act File

Orig to
3/29

14. DATE 3/21/84

15. SIGNATURE OF APPROVING OFFICIAL Robert B. Hathaway

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

9787

Section Malheur River Bridge Programming Estimate $

Highway Little Valley Rd. Project Length 0.15 C

County Malheur 2-12-84 Completion ~~Time~~ Date 11/30/84

Kind of Work Grading, Surfacing and Structure Est. Comp. Date 11/30/84

Prefix 222-1996-921 Letting Date Apr. 12, '84 Project No. BROS-2300(8)

Revised
Rev 3-9-84 2:00 P.M.

ESTIMATED CONSTRUCTION AUTHORIZATION

		Alt. "A"	Alt "B"
Estimated Contract Amount		$ ~~350,123.5~~ 349,568.50	~~356,977.50~~ 355,787.50
Anticipated Additional Items:			
Royalty Payment.			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping.			
Temporary Pavement Striping.			
Remove Pavement Striping (Exist. & Temp.) . . .			
Temporary Erosion Control			
State Furnished ______			
Roadside Seeding & Mulching	1,000	$ 1000	1000
Asphalt Cement Adjustment			
On the Job Trainees ($0.80 x ____ hrs.)			
State Responsibility for Damages			
Signal Controller Testing			
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
______			
______			
______			
______			
______			
Adjust Utilities:			
______			
______			
Subtotal		~~350~~,368.50 $ ~~351,123.5~~	~~356,787~~.50 ~~357,977.50~~
Contingencies (4-1/2%)		15,~~800.56~~ 766.58	16, ~~108.99~~ 055.44
Engineering (~~8~~, 9, ~~10%~~) . . . $ ~~339~~		31,~~601.11~~ 533.17	32,~~217.97~~ 110.88
LACO CONST J&R $ ~~341,866~~ 339,805 Subtotal		$ ~~398,525.17~~	~~406,304.46~~
Credit for ______			
Estimated Net Authorization, Construction		$ ~~398,525.17~~ 397 668.25	~~406,304.46~~ 404,953.81

Sent to ROGER LANG 2-12-84

APPROVED

______
Road Design Engineer

Rev 3-9-84

Rev. 11/81

OREGON STATE

HIGHWAY DIVISION

ection Malheur River Bridge	Cou Malheur		Sheet 1 of
ind of Work Grading, Surfacing and structure	Length 0.15	Date 3/2/84	Name BLACHLY

o.	Item	Code	Unit	Quant.	Unit Cost	Total
	COST ANALYSIS UNIT. 1-16-84					
	THIS ENGINEERING ESTIMATE IS PRICED FOR					
	BID LETTING 2-23-84					
	Mobilization		Lump Sum	All	Lump Sum	34000^{00}
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	1000^{00}
	Temporary Signs		Sq Ft	74	6^{00}	444^{00}
	Temporary Barricades		Each	2	80^{00}	160^{00}
	Flagmen		Hour	100	15^{00}	1500^{00}
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	5000^{00}
	Embankment in Place		Cu Yd	5289	3^{50}	18511^{50}
	Scour Protection Excavation		Cu Yd	240 ~~160~~	8^{00}	1920 ~~[illegible]~~^{00}
	Trench Excavation		Cu Yd	36	10^{00}	360^{00}
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	1500
	Obliteration of Roadway		Lump Sum	All	Lump Sum	2500^{00}
	Aggregate Base		Ton	1200	8^{00}	7600^{00}
	12-inch Culvert Pipe		Lin Ft	52	11^{00}	572^{00}
	18-inch Culvert Pipe		Lin Ft	44	20^{00}	880^{00}
	8-inch Drain Pipe		Lin. Ft.	74 ~~70~~	10^{00}	740 ~~700~~^{00}
	Special Filter Material in Drains ~~Gravel in Drains~~		Cu Yd	8	20^{00}	160^{00}

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Malheur River Bridge	COUNTY	SHEET 2	OF 3
KIND OF WORK	KEY NUMBER	LENGTH	DATE 3-2-84
			NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Guard Rail, Type 2A		Lin Ft	125	20^{00}	2500^{00}
	Guard Rail, Type 3		Lin Ft	100	28^{00}	2800^{00}
	Guard Rail Anchors, Type 1		Each	1	350^{00}	350^{00}
	Guard Rail Anchors, Type 1 Modified		Each	2	325^{00}	650^{00}
	Rail End Pieces, Type B		Each	3	45^{00}	135^{00}
	Rail End Pieces, Type C		Each	1	80^{00}	80^{00}
	Type 1 Fence		Lin Ft	1070	3^{50}	3,745^{00}
24	Loose Riprap, Class 100		Cu Yd	400	15^{00}	6,000^{00}
						[illegible]
	STRUCTURE					
	Alternate "A"					
25	Bridge Removal Work		LUMP SUM	All	LUMP SUM	9,100^{00}
	Shoring, Cribbing, Etc		LUMP SUM	All	LUMP SUM	3,000^{00}
	Structure Excavation		Cu Yds	397 ~~362~~	15^{00}	5955^{00} ~~5430~~
	Structure Excavation Below Elevations Shown		Cu Yds	36	15^{00}	540^{00}
	Special Wall Backfill		Cu Yds	107	15^{00}	1,605^{00}
	Structural Concrete, Class 3300		LUMP SUM	All	LUMP SUM	41,000^{00}
	4'x 65'/70' Prestressed Slabs		Each	14	4680^{00}	65,520^{00}
	4'x 105'/110' Prestressed Box Beams		Each	7	12,650^{00}	88,550^{00}
	Reinforcement		LUMP SUM	All	LUMP SUM	15,250^{00}
34	Two Tube Steel Railing		Lin Ft	475	50^{00}	23,750^{00}

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Malheur River Bridge		COUNTY	SHEET 3	OF 3
KIND OF WORK	KEY NUMBER	LENGTH	DATE 3-2-84	NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Alternate "B"					
35	Bridge Removal Work		LUMP SUM	All	LUMP SUM	9,100^{00}
	Shoring, Cribbing, Etc		LUMP SUM	All	LUMP SUM	3,000^{00}
	Structure Excavation		Cu Yds	116 ~~110~~	15^{00}	1,740^{00} ~~1,650~~
	Structure Excavation Below Elevations Shown		Cu Yds	11	15^{00}	165^{00}
	Special Wall Backfill		Cu Yds	107	15^{00}	1,605^{00}
	Furnish Drilling Equipment		LUMP SUM	All	LUMP SUM	10,000^{00}
	Drill Shafts		Lin Ft	120	30^{00}	3,600^{00}
	Structural Concrete, Class 3300		LUMP SUM	All	LUMP SUM	36,500^{00}
	4'x65'/70' Prestressed Slabs		Each	14	4680^{00}	65,520^{00}
	4'x105'/110' Prestressed Box Beams		Each	7	12,650^{00}	88,550^{00}
	Reinforcement		LUMP SUM	All	LUMP SUM	17,150^{00}
46	Two Tube Steel Railing		Lin Ft	475	50^{00}	23,750^{00}
	Alternate "A" (Items 1 thru 34)					349368,50 ~~350,123.50~~
	Alternate "B" (Items 1 thru 29 and					355,787.50 ~~356,977.50~~
	35 thru 46)					

734-1736 (REV. 2-84)

1717

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: January 12, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 20085
Project No. BROS-2300(8)
Malheur River Bridge Section
County Road (Little Valley Rd.)
Malheur County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on February 23, 1984.

DRH:bkb
Attachments
cc: R.D. Hector (Region 5)
H. Reynoldson w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approv

FORM PR-1 (REV. 4-61)

U.S. DEPAR BURE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO B.O.	January 12, 1984

CARD 2	REPORT NUMBER (10) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd., Approx. 4.5 mi. NE of Harper	ADT	PRESENT DHV 15 125	FUTURE (66) (70) ----	YEAR (71) (72) ---	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Structure	NATL. FOREST (63) (65)	F/A ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 BROS-	NUMBER 2300	SEQ. (8)

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement (Mandatory 15% Off-System)	COUNTY NAME Malheur				CODE 045
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. N	FEDERAL-AID Non	STATE Co. Rd.	U.S. ----	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED PROJECT COST BY PHASES: FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X081 E000		"Malheur River Bridge Sec."	0.256	493,000	394,400		98,600

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.256	493,000	394,400		98,600
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	Additional Data: Item No. 2008 No. BROS-2300

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

January 12, 1984

CTION NO.

O U.O.

MBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 4.5 mi. NE of Harper	ADT	PRESENT DHV 15 125	FUTURE ----	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41
							APPN CODE 117	ITEM NO. 20085

OF PROPOSED WORK (35 typewriter Structure	NATL. FOREST	F/A ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BROS- NUMBER 2300 SEQ. NO. (8)
								I. Projects Only: POST MI. DESIG.

EDERAL FUNDS
Bridge Replacement (Mandatory 15% Off-System)

BAN AREA

COUNTY NAME Malheur CODE 045

ROUTE NO. N FEDERAL-AID Non STATE Co. Rd. U.S. ----

PROGRAM STAGE ☒ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
		PE								
		ROW								
		CONST (CODE) X081 E000		"Malheur River Bridge Sec."	0.256	493,000	394,400		98,600	
PREPARED BY DRH				PROJECT TOTALS	0.256	493,000	394,400		98,600	

PROGRAM APPROVAL DATES

REMARKS Additional Data: Item No. 20085; Project No. BROS-2300(5).

-over

USCOMM DUSCOMM-DC 40800-P61

Malheur River Bridge Section

Remarks continued:

Project Data: Work under this project consists of 1) construct one 240 ft. box beam structure on new alignment, 28 ft. out to out wide; 2) remove and stockpile old structure as directed; 3) grade and drain to provide two 12-ft. travel lanes with 2 ft. shoulders; 4) utility adjustments as required; and 5) incidentals common to this type or project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7668 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed May 17, 1982.

Note: 1) Project is in Congressional District No. 2.
2) Existing structure has a sufficiency rating of 13.0.

DATA FOR FHWA 37's:	Code	X081	$ 418,000
		E000	75,000

9787

STATE OF OREGON **INTEROFFICE MEMO**

TO: R. D. Hector
Region V Engineer

DATE: January 6, 1984 DES 23
1444B

FROM: ORIGINAL SIGNED
K. A. KAMADOLI
Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

SUBJECT: Malheur River (Little Valley Bridge
Malheur River (Little Valley) Bridge Section
Little Valley Road 698
Malheur County
BR 1444B

Attached are two reduced prints of Drawings 39011 through 39015, 38632, 35294 and 35268 which are the advance detail drawings for the subject structure. The plans permit the contractor to choose an alternate bent construction at Bents 2 and 3 with drilled shafts.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 64,400
Structures	325,400
Engineering & Contingencies	77,960
TOTAL	$467,760

It is planned to call for bids on this section on February 23, 1984.

Please make a field review and return one set by January 20, 1984 with your comments and/or corrections noted.

CRL:jrb

Attachments

cc: Virgil Maupin, Malheur County Roadmaster /w/ 2
H. A. Schell, FHWA /w/ 2
Specifications /w/ 1 plus estimate sheet (unchecked) and designer's notes
Roger Lang, Region V Federal Aid Specialist /w/ 2
Construction /w/ 1
Utilities /w/ 1
✓Project Management
Engineering /w/ 1
P. F. Burnett, Project Manager /w/ 1

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JAN 09 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO LPU
FOR ______

81-125-1987

9787 1-4-[illegible]

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
2A	Pipe Data
3	Plan & Profile

STATE OF O

DEPARTMENT OF TR

STATE HIGHWA

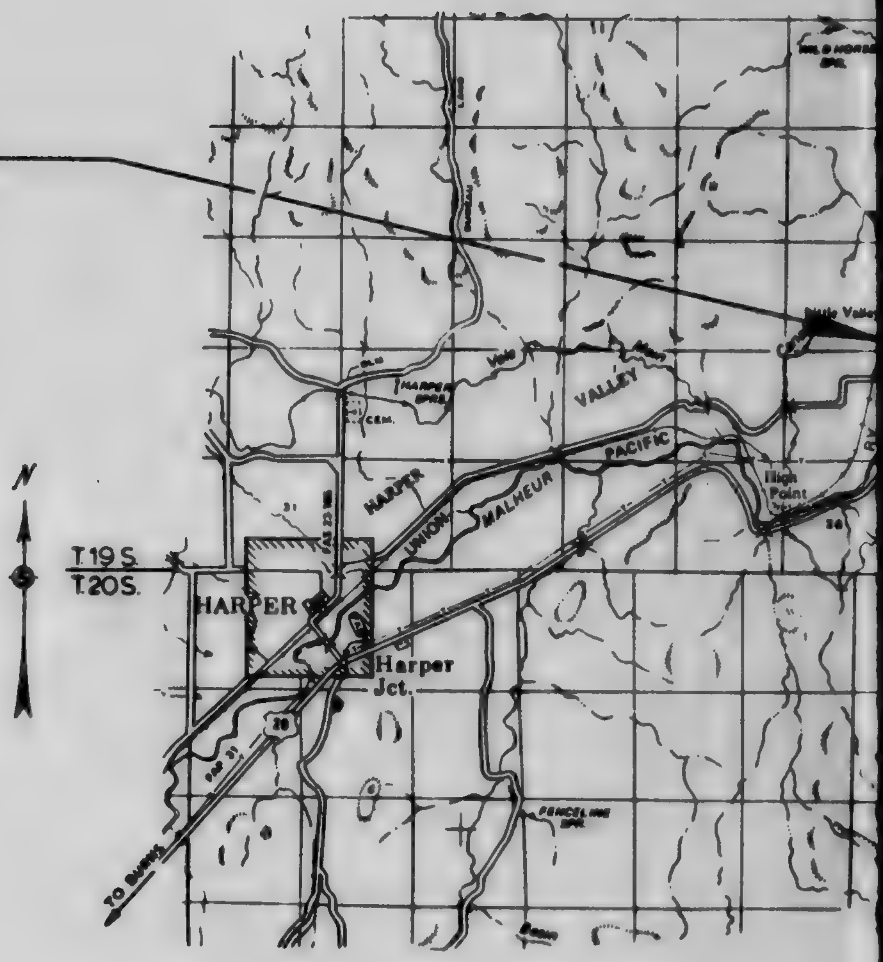
PLANS FOR PROPOSE

MALHEUR RIVER

CO. RD. (LITTLE VA

MALHEUR CO

BEGINNING OF PROJECT
Sta. 7+50


N
T.19 S.
T.20 S.
HARPER
Harper Jct.
HARPER
VALLEY
UNION
MALHEUR
PACIFIC
HARPER SPR.
CEM.
High Point
Little Valley
WILD HORSE SPR.
FENCELINE SPR.
TO BURNS
20
FAS 31
FAS 23
31
36

Sketch Ma
Scale 0 1

APPROVED BY
COUNTY OF *Malheur*

JUDGE OR CHAIRMAN

W.C. Hammack
COMMISSIONER

Louis J. Wettstein
COMMISSIONER

DATE *Jan 4, 1984*

E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

PRELIMINARY COPY
DEC 22 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED

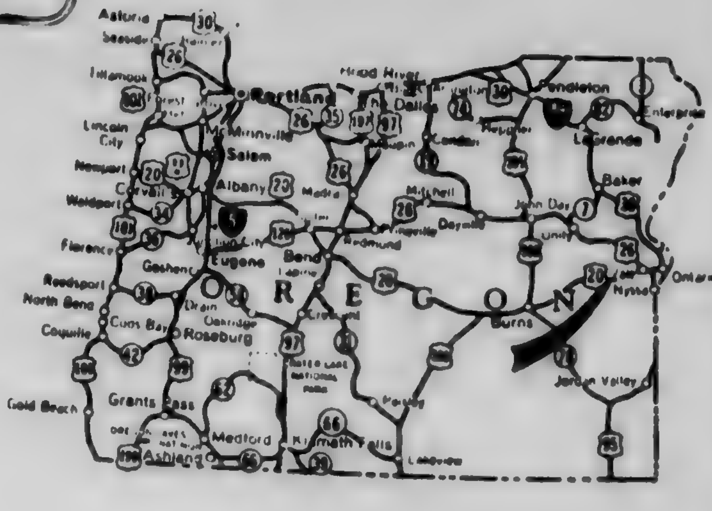
RIVER BRIDGE SEC.

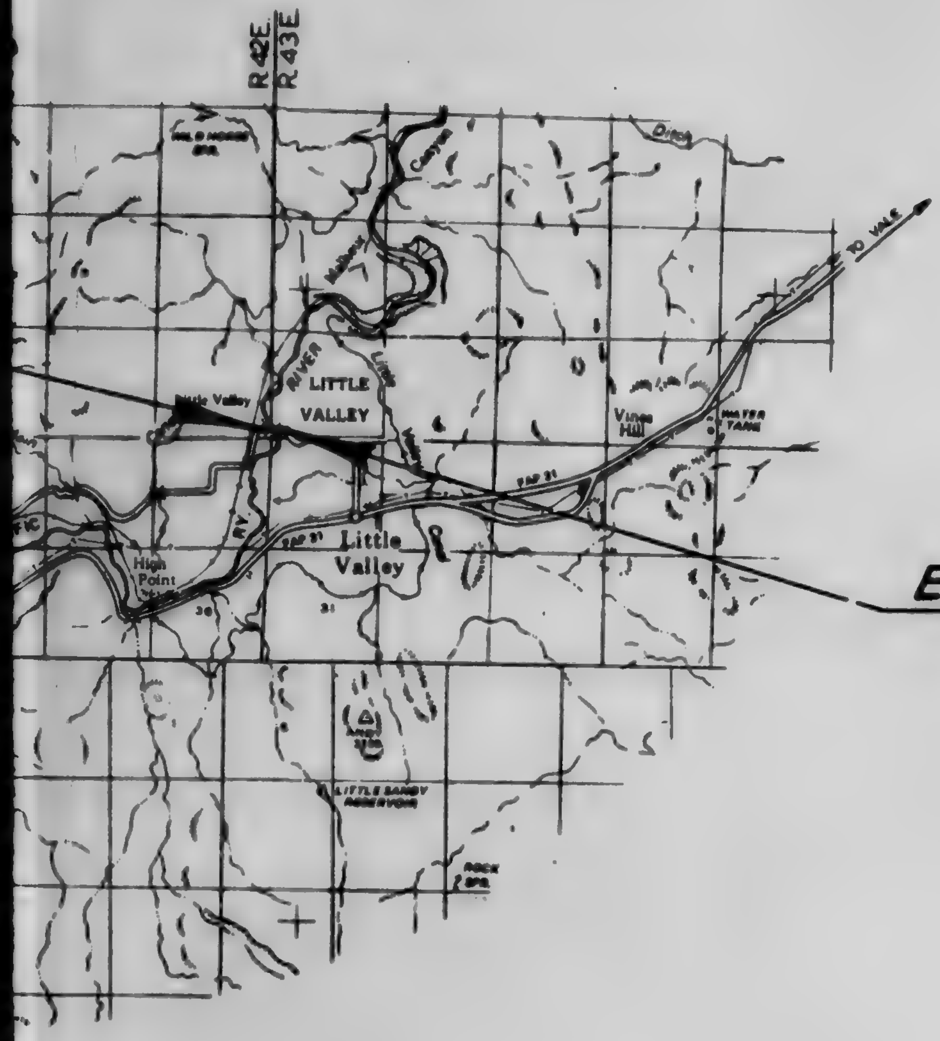
LITTLE VALLEY ROAD)

ALHEUR COUNTY

MALHEUR RIVER BRIDGE SEC. CO. RD. (LITTLE VALLEY ROAD) MALHEUR COUNTY				SHEET No. 1
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR(OS)


Astoria
Seaside
30
26
Tillamook
Portland
Hood River
The Dalles
Pendleton
Enterprise
La Grande
Lincoln City
Newport
Salem
McMinnville
Albany
Corvallis
Waldport
Florence
Eugene
Bend
Redmond
Madras
Mitchell
John Day
Baker
Ontario
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Burns
Nyssa
Jordan Valley
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
O R E G O N


R.42E.
R.43E.
Ditch
TO VALE
RIVER
LITTLE VALLEY
Little Valley
High Point
Vines Hill
WATER TANK
LITTLE SANDY RESERVOIR
ROCK SPG.

END OF PROJECT
Sta. 21+00

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. COULTER
OCT 30 1969

EDGAR S. HUNTER
MAY 13, 1960

H. S. Coulter STATE HIGHWAY ENGINEER

E. S Hunter ASSISTANT STATE HIGHWAY ENGINEER

Sketch Map
e 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

9787

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

In Reply Refer to
File No.:

December 28, 1983

The Honorable E. M. Seuell
Judge, Malheur County Court
Courthouse
251 B Street W
Vale, Oregon 97918

Dear Judge Seuell:

Re: Malheur River (Little Valley Rd.)Bridge Section

Enclosed are two copies of preliminary plans dated December 22, 1983 concerning the Malheur River (Little Valley Rd.)Bridge Section.

This set of plans more closely identifies the road alignment, estimate of quantities and needed right-of-way for the project.

Please note construction easements for road approaches may be needed right of stations 11 + 90 and 15 + 75. These should be addressed in your right-of-way documents. Please contact Frank Burnett for dimensions of the easement.

It is recommended the plans be approved so we may proceed towards contract letting. If you have specific questions about the plans, please contact Frank Burnett.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/lm
Enc.

cc: Gary A. Potter ✓
Don Adams
P. F. Burnett

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______ ✓
[illegible]
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO LPO
FOR ______

734-1839

9777

STATE OF OREGON **INTEROFFICE MEMO**

TO: R. D. Hector
Region V Engineer
ATTN: Roger C. Lang

DATE: November 2, 1983 DES 23
1444B

ORIGINAL SIGNED
K. A. KAMADOLI

FROM: Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

SUBJECT:

Malheur River (Little Valley) Bridge
Malheur River (Little Valley Bridge Section
Little Valley Road 698
Malheur County
BR 1444B

Attached are four reduced prints of Drawings 38718 and 38012 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$183,000
Structures	282,600
Engineering and Contingencies	93,200
TOTAL	$558,800

Please use these prints to obtain the approval of Malheur County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on March 22, 1984.

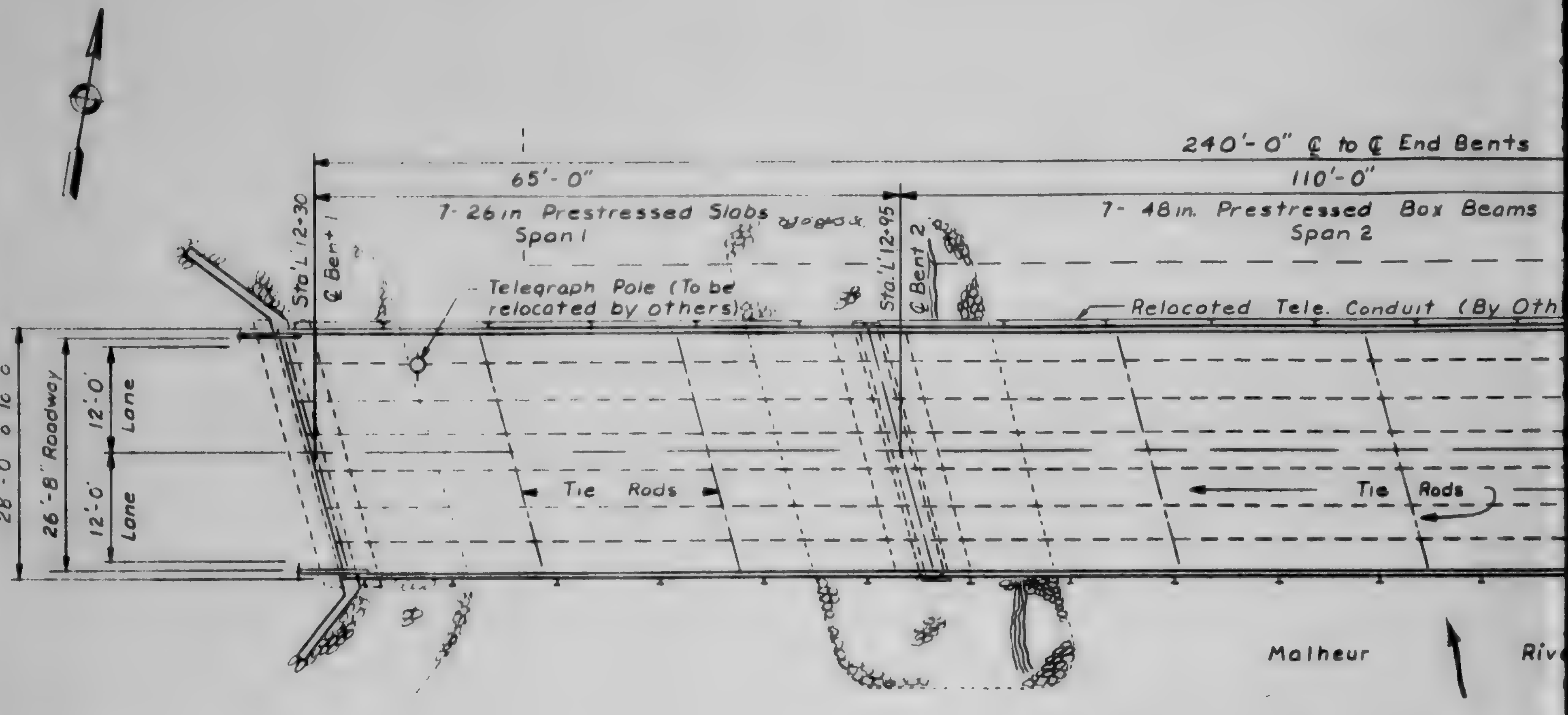
CRL:jrb

Attachments

cc: H. A. Schell, FHWA /w/ 1 - 2 copies each of foundation report and hydraulic report
Engineering /w/ 1
Local Government /w/ 1
Environment (M. Banks) /w/ 1
Utilities /w/ 2

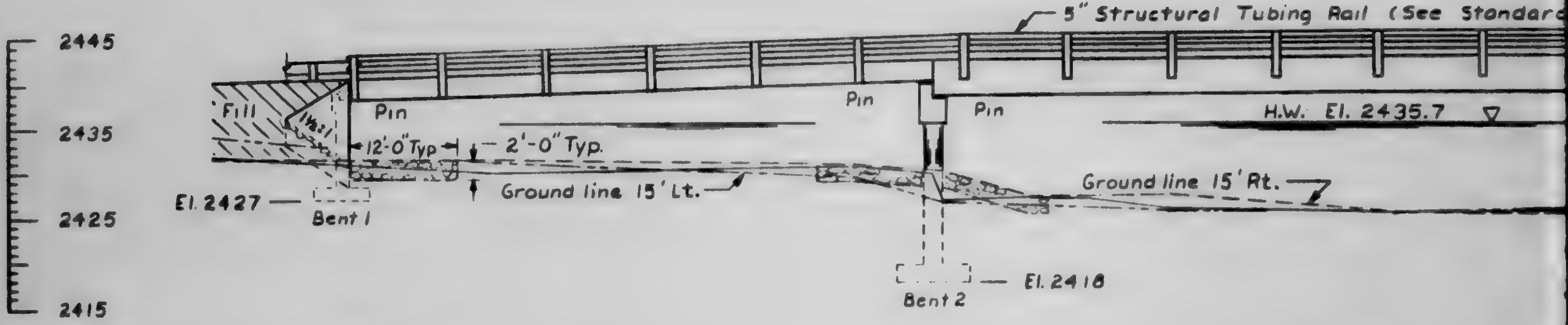
PROGRAM SECTION
MANAGER ____ PROJECT UNIT S
NOV 4 1983
MAN. ASSIST. ____ PROGRAM UNIT ____
REFER TO ____
FOR ____

81-125-1387


240'-0" ℄ to ℄ End Bents
65'-0"
110'-0"
7-26in Prestressed Slabs
Span 1
7-48in. Prestressed Box Beams
Span 2
Sta.'L' 12+30
℄ Bent 1
Sta.'L' 12+95
℄ Bent 2
Telegraph Pole (To be relocated by others)
Relocated Tele. Conduit (By Oth
28'-0" o To o
26'-8" Roadway
12'-0"
Lane
12'-0"
Lane
Tie Rods
Tie Rods
Malheur
Riv

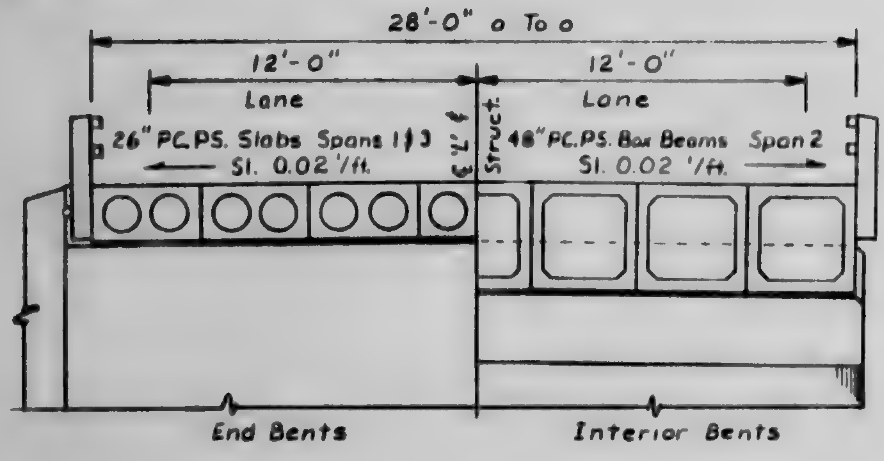
PLA

Scale 1" = 10'


5" Structural Tubing Rail (See Standard
2445
2435
2425
2415
Fill
1½:1
Pin
Pin
Pin
H.W. El. 2435.7
12'-0" Typ
2'-0" Typ.
Ground line 15' Lt.
Ground line 15' Rt.
El. 2427
Bent 1
El. 2418
Bent 2

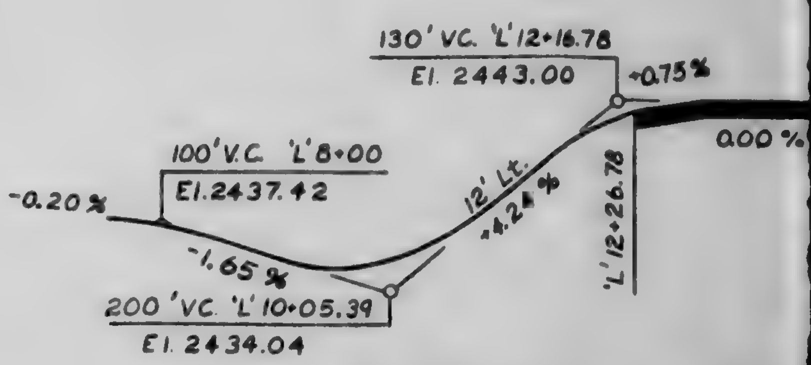
ELEVAT

Scale 1" = 10'


28'-0" o To o
12'-0"
Lane
12'-0"
Lane
26" PC.PS. Slabs Spans 1 & 3
Sl. 0.02'/ft.
℄ 'L' ℄
Struct.
48" PC.PS. Box Beams Span 2
Sl. 0.02'/ft.
End Bents
Interior Bents

TYPICAL SECTION

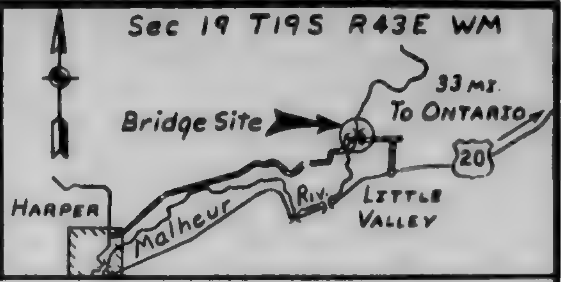
No Scale


130' V.C. 'L' 12+16.78
El. 2443.00
+0.75%
0.00%
100' V.C. 'L' 8+00
El. 2437.42
-0.20%
-1.65%
12' Lt.
+4.24%
'L' 12+26.78
200' V.C. 'L' 10+05.39
El. 2434.04

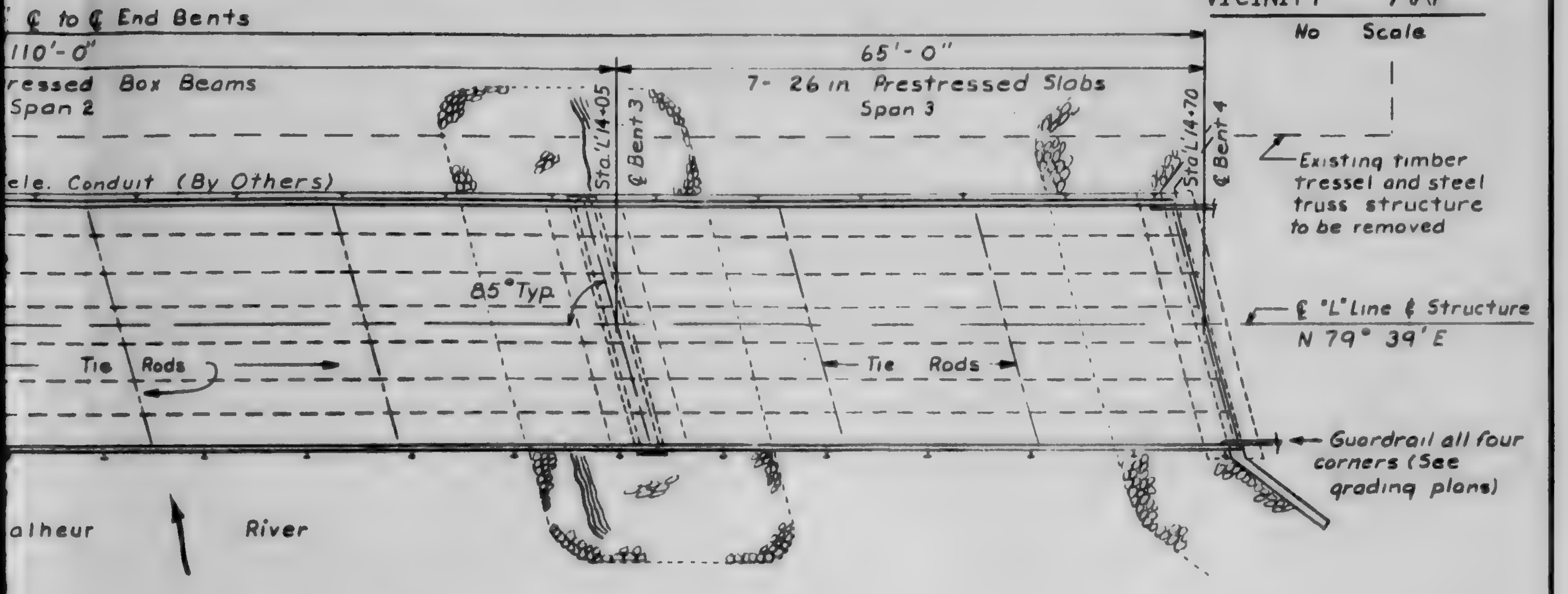
GRADE LINE DIAG

No Scale

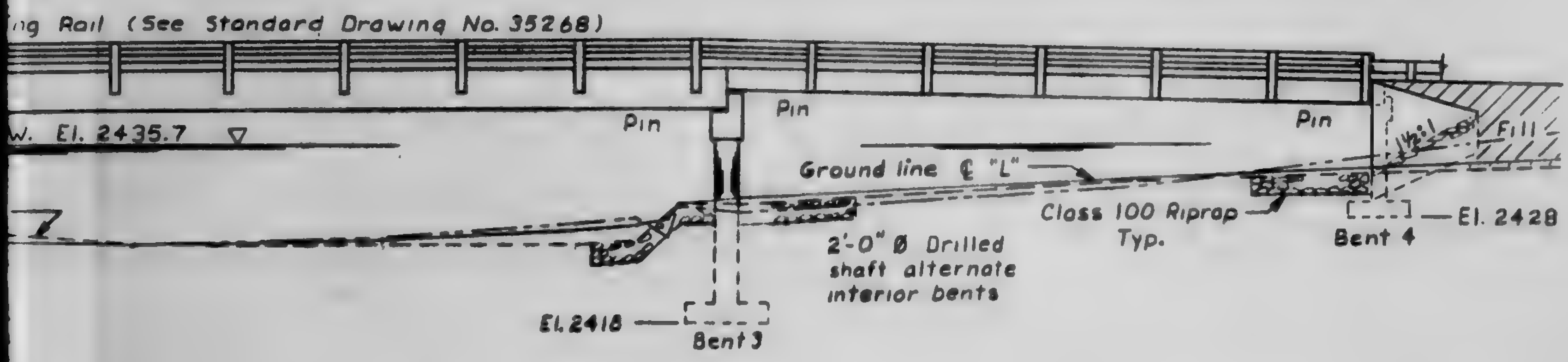
HYDRAULIC DATA	Design Flood	Max Flood 1957
Discharge - cfs	8700	12,300
Frequency - yrs	11	30
H.W. Elevation	2435.7	2436.7


Sec 19 T19S R43E WM
33 MI. To ONTARIO
Bridge Site
20
HARPER
Malheur
Riv.
LITTLE VALLEY

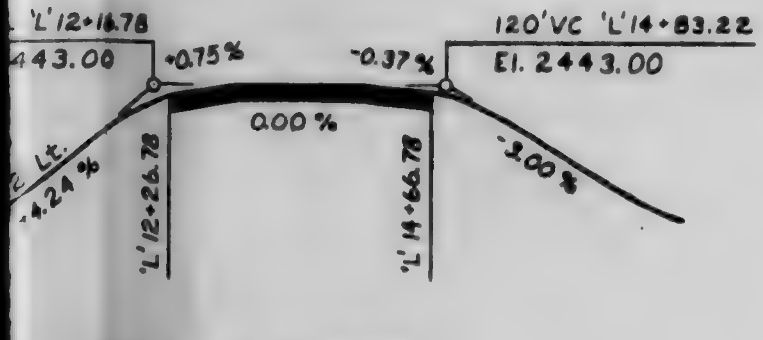
VICINITY MAP
No Scale


℄ to ℄ End Bents
110'-0"
ressed Box Beams
Span 2
65'-0"
7- 26 in Prestressed Slabs
Span 3
Sta 'L' 14+05
℄ Bent 3
Sta 'L' 14+70
℄ Bent 4
Existing timber tressel and steel truss structure to be removed
ele. Conduit (By Others)
85° Typ.
℄ "L" Line & Structure
N 79° 39' E
Tie Rods
Tie Rods
Guardrail all four corners (See grading plans)
alheur
River

L A N
Scale 1" = 10'

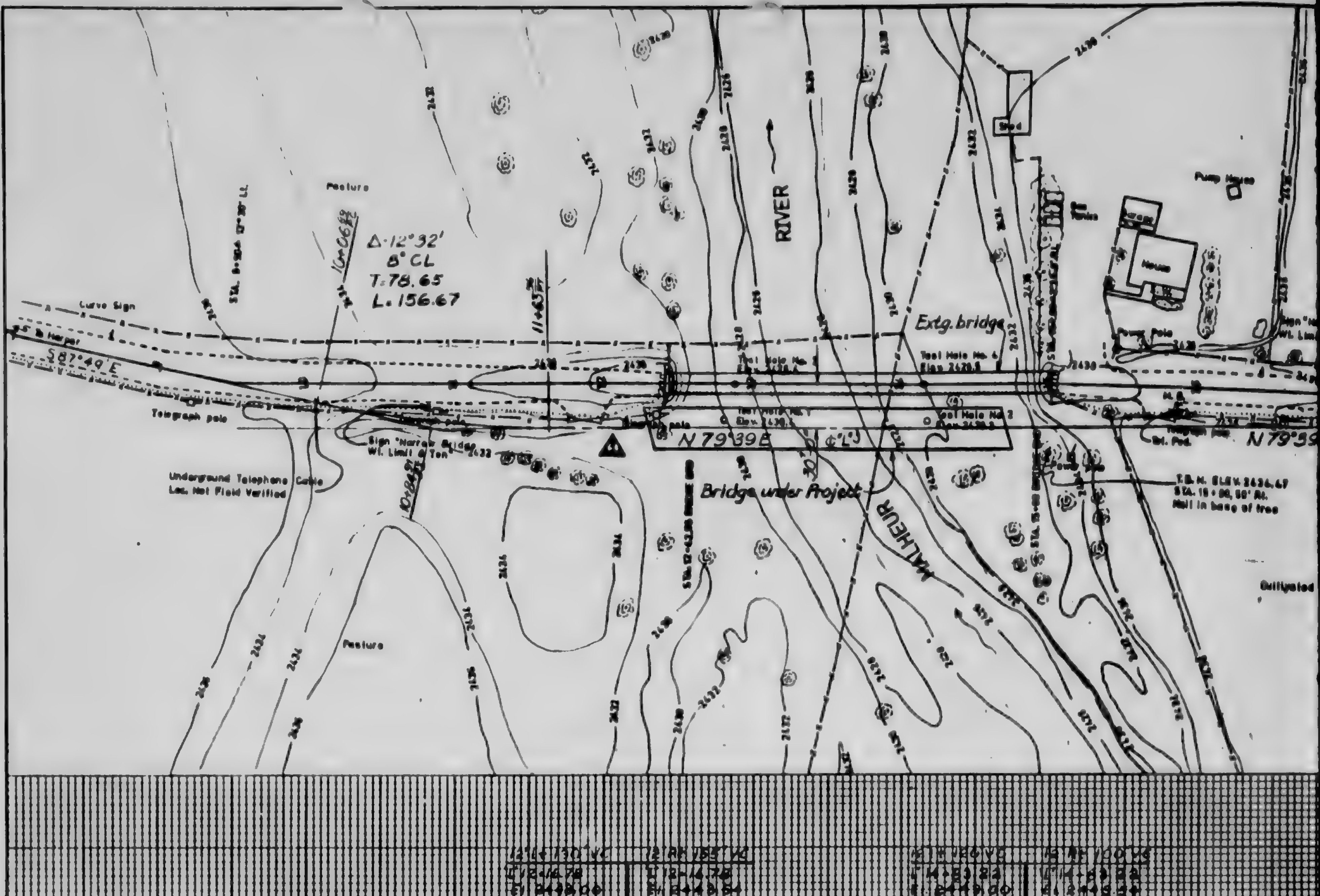

ing Rail (See Standard Drawing No. 35268)
W. El. 2435.7
Pin
Pin
Pin
Fill
1½:1
Ground line ℄ "L"
Class 100 Riprap Typ.
Bent 4
El. 2428
2'-0" Ø Drilled shaft alternate interior bents
El. 2418
Bent 3

V A T I O N
Scale 1" = 10'

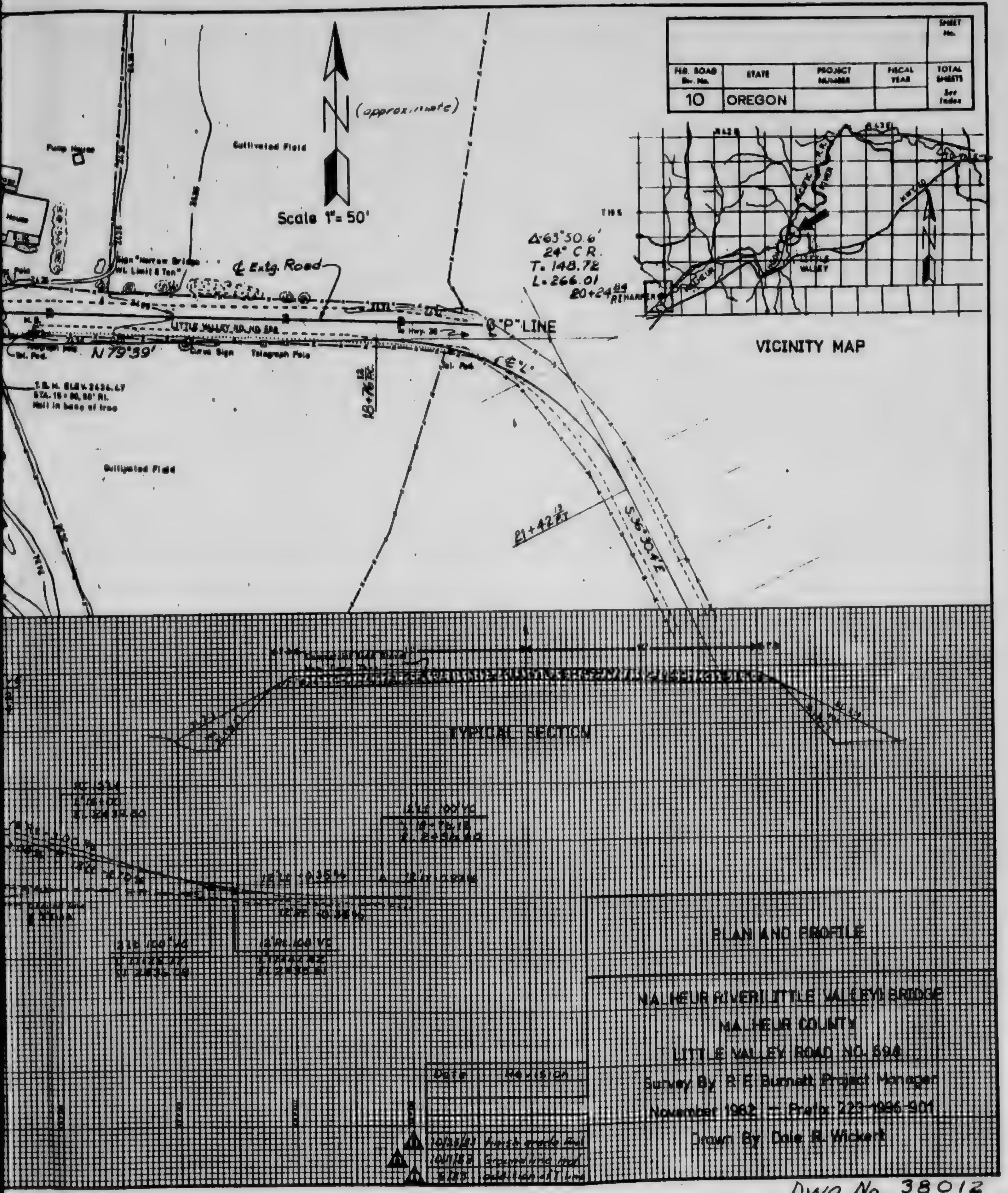

'L' 12+16.78
443.00
+0.75%
-0.37%
120' VC 'L' 14+83.22
El. 2443.00
0.00%
Lt.
-4.24%
'L' 12+26.78
'L' 14+66.78
-3.00%

LINE DIAGRAM
No Scale

APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
BRIDGE ENGINEER P.E.	MALHEUR RIVER (LITTLE VALLEY) BRIDGE MALHEUR RIVER (LITTLE VALLEY) SECTION LITTLE VALLEY ROAD NO. 689 MALHEUR COUNTY
ASST. STATE HIGHWAY ENGINEER	
DESIGNED CAL DRAWN CAL CHECKED REVIEWED REVIEWED CALC. BOOK	PRELIMINARY PLAN & ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE 10/24/83 — SHEET 1 OF 1
	BRIDGE NO. 1444 B — DRAWING NO. 38718


Pasture
Δ·12°32'
8° CL
T=78.65
L=156.67
10+06.69
11+63
Curve Sign
S87°49'E
Telegraph pole
Sign "Narrow Bridge Wt. Limit 8 Ton"
Underground Telephone Cable
Loc. Not Field Verified
10+84
RIVER
MALHEUR
Extg. bridge
Bridge under Project
Test Hole No. 4
Test Hole No. 1
Test Hole No. 2
N79°39'E
℄"L"
N79°59
Shed
Pump House
House
Power Pole
T.B.M. ELEV. 2436.47
STA. 15+00, 50' Rt.
Nail in base of tree
Gullysided
Pasture
2430
2432
2434
2436
12' Lt 150' VC
12' Rt 155' VC
12' Lt 200' VC
12' Rt 200' VC
Ground line
0.00%

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
10	OREGON				See Index



Pump House
House
Cultivated Field
Scale 1"= 50'
(approximate)
Sign "Narrow Bridge Wt. Limit 8 Ton"
℄ Extg. Road
LITTLE VALLEY RD. NO. 594
To Hwy. 20
℄ "P" LINE
N 79°39'
Curve Sign
Telegraph Pole
Tel. Ped.
T.B.M. ELEV. 2636.47
STA. 19+86, 50' Rt.
Nail in base of tree
18+76 Rt.
Δ 65°50.6'
24° C R.
T. 148.72
L. 266.01
20+24.89
21+42 Rt.
S 63°30.4' E
VICINITY MAP
LITTLE VALLEY
TYPICAL SECTION
Date
Revision

PLAN AND PROFILE

MALHEUR RIVER (LITTLE VALLEY) BRIDGE

MALHEUR COUNTY

LITTLE VALLEY ROAD NO. 594

Survey By R. F. Burnett Project Manager

November 1982 — Proj. No. 223-1086-901

Drawn By Dale R. Wickert

Dwg No. 38012

9787

ROAD DESIGN SECTION

DES 16

R. D. Hector
Region 5 Engineer

October 7, 1983

Fred Eriksen
Design Supervisor

Malheur River Bridge Section
County Road (Little Valley Road)
Malheur County

Enclosed are three sets of plans (full size) for the subject project. A realignment of the road to a parallel position 30 feet right of the old bridge will allow construction of the new bridge while the old bridge carries traffic.

We have plotted the earthwork and determined right-of-way requirements. The Right of Way Descriptions Unit has recommended the limits of the new right of way required from Sta. 8+50 to Sta. 21+42.13. It was our understanding that Malheur County would prepare the descriptions and acquire the right of way.

Fencing will probably be needed on the new right-of-way line and we have a note - No. 7 - calling for construction of a Type 1 fence. I do not know what the County's policy on fencing is, so this note may not be appropriate if they wish to handle it differently.

Please furnish the County with the information on the right-of-way requirements and inquire what their preference is in providing for a fence.

FE:kkr

Enclosures

cc: Delora Irwin
a copy to Fred Eriksen

1 Versteeg ✓
Anderson
Adams
V [illegible] M
[illegible]
[illegible]
[illegible]
[illegible]

RECEIVED
OCT 07 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

7787

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2023

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-2300(5) Prefix 223-1996

Project Name Malheur River Bridge #45C141
Little Valley Rd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5
OCT 11 1983
AN. ASSIST. ______ PROGRAM UNIT ______
EFER TO ______
OR ______

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon, this 5th day of October, 1983

County of Malheur

County Judge/Chairman

W.C. Hammack
Commissioner

Louis F. Wettstein
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date Oct. 10, 1983

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

7787

N

STATE OF OREGON
OREGON DEPARTMENT OF TRANSPORATION
HIGHWAY DIVISION

INTEROFFICE MEMO

LOC 16-3

TO: MEMO TO THE FILES

DATE: August 31, 1983

FROM: Joseph W. Fields
Joseph W. Fields
Surfacing Design Specialist

SUBJECT: Surfacing Design
Malheur River (Little Valley Rd.) Bridge
Little Valley Road
Malheur County

Six inches of aggregate base is recommended for surfacing on the subject section. This exceeds the depth of surfacing on the existing roadway.

Since this is a gravel surfaced roadway, the depth of frost penetration has not been considered.

JWF:ss

cc: FHWA
Location Engineer
Final Design Engineer ✓
Materials
Region Engineer
Region Geologist
Region Federal Aid Specialist
Program Control Engineer

Versteeg
I Anderson /
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
SEP 01 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

REFERRED TO
Watson Mans
Cole Stoudenmeyer
Eriksen J.E. King
Beard Bedford Leu
Return Discuss Do File
By FINAL DESIGN ENG
Copied – Ret. to Rd. Des. File

9787

STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: August 19, 1983

FROM: Gene M. Finley
Gene M. Finley, P.E.
Hydraulics Design Engineer

SECTION
PROJECT UNIT 5
PROGRAM UNIT
REFER TO Local Programs
FOR

SUBJECT: Malheur River (Little Valley) Bridge
Little Valley Road
Malheur County

The proposed project will replace an existing 257-foot long, seven-span bridge consisting of the following span arrangement: Four timber approach spans to the east for a total length of 85 feet; a 130-foot long steel truss as the main river span; and two timber approach spans to the west, for a total length of 42 feet. The new structure will be located approximately 30 feet upstream from the existing structure.

HYDROLOGY

The Malheur River is a west-east tributary of the Snake River and drains an area of 3,010 square miles above the proposed bridge site. Runoff from the upper portion of this drainage basin has been regulated by the Warm Springs Reservoir with a drainage area of 1,100 square miles since 1919 and Beaulah Reservoir with a drainage area of 440 square miles since 1935. Malheur River Gage No. 13-2200, with a drainage area of 3,010 square miles and located 500 feet downstream of the bridge site and Malheur River Gage No. 13-2205, with a drainage area of 3,030 square miles, were statistically analyzed. Since the drainage areas of the two gages differed by less than one percent, they were combined and analyzed together. Only the years of gage records since 1935 were used, since this reflects the condition of the drainage basin as it is now (both reservoirs on line). The recurrence interval vs. peak discharge relationship listed below was determined from a statistical analysis of these gage data, using a log-Pearson Type III statistical analysis:

Recurrence Interval	Peak Discharge
100 year	17,000 cfs
50 year	14,200 cfs
25 year	11,500 cfs
10 year	8,300 cfs
5 year	6,050 cfs

Mr. Calvin Houter has lived in the area since 1956 and can recall water overtopping the westerly road approach three times -- in 1957, 1963, and 1982. He has never seen water over the roadway on the easterly side of bridge. There has been no high water in the house immediately northeast of the bridge, although during the 1957 flood, water did flow between the house and barn. This area has been filled in since then. The two largest floods of record occurred on Feburary 24, 1957 and February 2, 1963 when peak discharges of 12,300 cfs and 10,600 cfs, respectively, were recorded at Gage No. 13-2200. The peak discharge for the 1982 flood was not available since the stream gage was discontinued after the 1979 water year; however, Mr. Houter stated that the 1957 high water was the highest he had seen. Mr. Houter and the field crew established the 1957 high water on the west road approach at elevation 2436.7 feet (MSL). The 1957 flood is estimated to have been the 30-year flood. Mr. Houter also stated that the bridge approach spans were washed out by debris and ice jams during the 1957 and 1963 floods.

HYDRAULIC DESIGN

To overtop the westerly road approach to the existing bridge, the upstream high water elevation would have to be approximately 2435.7 feet (MSL). It is estimated that this overtopping would occur when the peak discharge through the structure exceeds 8700 cfs. This overtopping flood was computed to have an 11-year recurrence interval. Since Malheur County desires that the grade line of the proposed westerly approach match the grade line of the existing westerly approach, the 11-year flood was chosen as the design flood. By definition, the design flood shall not overtop the roadway.

It is suggested that the bottom of the beams for the proposed structure be no lower than 2438.6 feet (MSL) which is the estimated bottom of beams for the existing structure.

Two types of structures were investigated: A four-span bridge with vertical abutments and a four-span bridge with 1-1/2:1 end slopes. A four-span structure was assumed for analysis and is not intended to be the suggested number of spans for the replacement structure. The skew angle of the bridge with the direction of flow is approximately 15 degrees. To span the existing channel, it is suggested that two of the piers be located at approximately Stations 13+06 and 13+76. Placing the piers at these locations will center the span over the main channel. Since during flooding conditions most of the overflow is directed over the westerly flood plain, it is also suggested that any shortening of the proposed bridge with respect to the existing bridge be at the east abutment.

The four-span structure with vertical abutments should have a net normal waterway opening of 1,570 square feet below the design high water elevation of 2435.7 feet (MSL). This waterway area is satisfied with a structure approximately 244 feet long. The backwater created from a peak discharge of 8700 cfs through this structure is negligible. Average velocity through the structure should be 5.4 fps.

The four-span structure with 1-1/2:1 end slopes should have a net normal waterway opening of 1,550 square feet below the design high water elevation of 2435.7 feet (MSL). This waterway area is satisfied with a structure approximately 276 feet long. The backwater created from a peak discharge of 8700 cfs through this structure is also negligible. Average velocity through the structure would be 5.5 fps.

The following tabulation compares the proposed structures to the existing structure for the 11-year (design flood), 30- and 100-year floods.

RIPRAP

For the vertical abutment replacement structure, it is suggested that the toe of the abutments be protected with a one-foot thick blanket of Class 50 loose riprap. A filter blanket will not be required.

For the 1-1/2:1 end slope replacement structure, it is suggested that the fresh fill slopes be protected with a one-foot thick blanket of Class 50 loose riprap placed with a toe trench. A filter banket will not be required.

GMF:ja

Attachments

cc Frank Terpin w/attachments
Walt Hart "
Jack Davis "
Herb Schell, FHWA "
Don Harwell "
Don Adams "
Bob Hector "

	11-Year Flood (Design and Overtopping Flood)			30-Year Flood - 1957			100-Year Flood	
	244-foot Four-span	276-foot Four-span	Existing Bridge 257-foot Seven-span	244-foot Four-span	276-foot Four-span	Existing Bridge 257-foot Seven-span	244-foot Four-span	276-foot Four-span
Peak Discharge	8700 cfs	8700 cfs	8500 cfs	12,300 cfs	12,300 cfs	12,300 cfs	17,000 cfs	17,000 cfs
Through Structure	8700 cfs	8700 cfs	8500 cfs	11,470 cfs	11,470 cfs	11,470 cfs	14,600 cfs	14,600 cfs
Roadway Overflow	0	0	0	830 cfs	830 cfs	830 cfs	2,400 cfs	2,400 cfs
Design Highwater Elev. (MSL)	2435.7 ft.	2435.7 ft.	2435.7 ft.	2436.7 ft.	2436.7 ft.	2436.7 ft.	2437.6 ft.	2437.6 ft.
Highwater Elev. Along Upstream Embank. Incl. Backwater (MSL)	2435.7 ft.	2435.7 ft.	2435.7 ft.	2436.8 ft.	2436.8 ft.	2436.9 ft.	2437.8 ft.	2437.8 ft.
Normal Area Below Design Highwater	1570* sq.ft.	1550* sq.ft.	1560* sq.ft.	1810* sq.ft.	1800* sq.ft.	1800* sq.ft.	2020* sq.ft.	2020* sq.ft.
Average Velocity	5.4 fps	5.5 fps	5.3 fps	6.2 fps	6.3 fps	6.1 fps	7.1 fps	7.1 fps

*Does not include projected area of piers

	11-Year Flood (Design and Overtopping Flood)			30-Year Flood - 1957			100-Year Flood		
	244-foot Four-span	276-foot Four-span	Existing Bridge 257-foot Seven-span	244-foot Four-span	276-foot Four-span	Existing Bridge 257-foot Seven-span	244-foot Four-span	276-foot Four-span	Existing Bridge 257-foot Seven-span
	8700 cfs	8700 cfs	8500 cfs	12,300 cfs	12,300 cfs	12,300 cfs	17,000 cfs	17,000 cfs	17,000 cfs
	8700 cfs	8700 cfs	8500 cfs	11,470 cfs	11,470 cfs	11,470 cfs	14,600 cfs	14,600 cfs	14,600 cfs
	0	0	0	830 cfs	830 cfs	830 cfs	2,400 cfs	2,400 cfs	2,400 cfs
Elev. (MSL)	2435.7 ft.	2435.7 ft.	2435.7 ft.	2436.7 ft.	2436.7 ft.	2436.7 ft.	2437.6 ft.	2437.6 ft.	2437.6 ft.
long Upstream kwater (MSL)	2435.7 ft.	2435.7 ft.	2435.7 ft.	2436.8 ft.	2436.8 ft.	2436.9 ft.	2437.8 ft.	2437.8 ft.	2437.9 ft.
Design	1570* sq.ft.	1550* sq.ft.	1560* sq.ft.	1810* sq.ft.	1800* sq.ft.	1800* sq.ft.	2020* sq.ft.	2020* sq.ft.	2000* sq.ft.
	5.4 fps	5.5 fps	5.3 fps	6.2 fps	6.3 fps	6.1 fps	7.1 fps	7.1 fps	7.0 fps

*Does not include projected area of piers

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR (1957)
Discharge	cfs	8700	17000		12300
	m^3/s				
Frequency — yrs.		11	100		30
H.W. Elevation Natural Channel	ft.	2435.7	2437.6		2436.7
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	5.5	7.1		6.3
	mps				
Headwater Elevation	ft.				
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

MALHEUR RIVER (LITTLE VALLEY) BRIDGE
LITTLE VALLEY ROAD
MALHEUR COUNTY

COMPILED BY: GENE M. FINLEY

DATE: AUGUST 19,1983

9787

N

STATE OF OREGON

INTEROFFICE MEMO

TO: Dave Bryson
Hydraulics Section

DATE: August 19, 1983

SUBJECT: 11 Year Flood Cycle
Malheur River (Little Valley) Bridge Section
HBR OS Project
Malheur County

The Malheur County Court considered the options available concerning the existing 11 Year Flood Cycle vs. the 25 Year Flood Cycle.

After all aspects were considered, the Court voted unanimously to retain the existing road grade profile which will allow road "over topping" to continue as in the past.

Please proceed with the hydraulic design for this structure.

Roger C Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/vt
cc; The Hon. E. M. Seuell
W. J. Hart
P. F. Burnett

REFERRED TO
Watson .... Mann ....
Cole .... Stoudenmeyer ....
Eriksen 7.E. .... King ....
Beard .... Bedford .... Lau ....
Return Discuss Do File Lue ....
By FINAL DESIGN ENGINEER

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
rw Copy Trout
Weberlig

RECEIVED
AUG 22 1983
ROAD DESIGN SECTION

Do Not File ☐
Return to ....
Bring Up ..../..../....
Action ....

7777

C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 11, 1983

The Hon. E. M. Seuell
Malheur County Court
251 B Street W
Vale, Oregon 97918

Dear Judge Seuell:

Re: Malheur River Bridge Section, Little Valley Road

Enclosed are three copies of preliminary plans concerning the Malheur River Bridge Section on Little Valley Road.

These plans have been developed on the basis that a detour will be necessary during the construction of the project. However, if the Court elects to eliminate the detour and close the road during construction, we can quite easily remove the detour from the project.

If the Court feels the detour is necessary, you should proceed with obtaining a permit of entry from the affected property owners in conformance with the exhibit map furnished by Mr. P. F. Burnett, Project Manager. A copy of the permit of entry, along with the Right of Way Certification, should be forwarded to Mr. Harold Brainerd, Right of Way Supervisor, P. O. Box 5309, Bend, Oregon 97708.

Please review the plans carefully and present them to the Court for signature. If any corrections or additions/deletions are necessary, shown them in red.

After the plans have been approved, return two copies to me, retaining one copy for your records.

Our present schedule calls for opening of bid proposals on July 28, 1983. Do not hesitate to call me or P. F. Burnett if you should have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/vt
Enc.
cc: D. E. Swan
P. F. Burnett
Harold Brainerd

Form 734-3123

Malheur Co

ROAD DESIGN SECTION

DES 16

Frank Burnett
Project Manager

February 14, 1983

Don Adams
Final Design Engineer

Malheur River Bridge
Little Valley County Road
Malheur County

Please contact the County to obtain the necessary easements for construction of the detour on this project.

Enclosed is a set of preliminary prints of the typcical sections and plan. The plan shows the toe of the detour embankment highlighted in yellow.

Is it possible that the County would want to close the road during construction? Our estimate to construct the detour is $32,000, a savings they could realize if not built. Will you discuss this with them?

This project is scheduled for June 30, 1983. In order to finalize our plans and specifications to meet this schedule, we will need to know regarding the detour and easement as soon as practicable.

We shall go ahead and develop the plans to the preliminary stage using a detour. This can be deleted if the County chooses to close the road during construction.

NEM:ja

Enc.

cc Robert Hector
Roger Lang
Kenneth Husby
Norman E. Mann

RECEIVED
FEB 15 1983
ROAD DESIGN SECTION
Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig
Do Not File ☐
Return To
Bring Up / /
Action

(Detour)

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

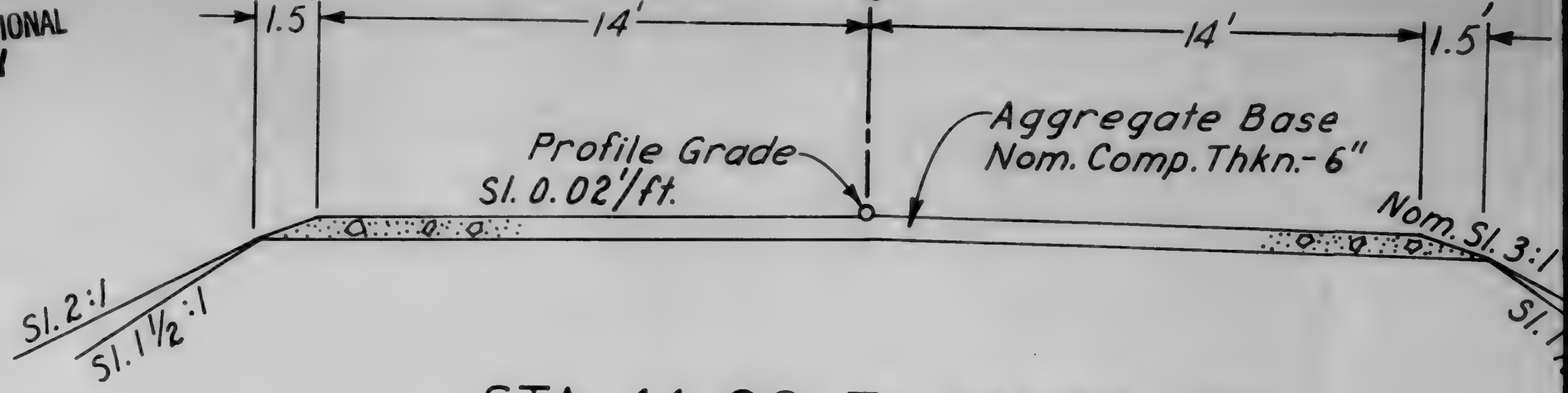
Sheet 1 of 1
Date 1-24 83

ction Malheur River (Little Valley) Bridge County Malheur

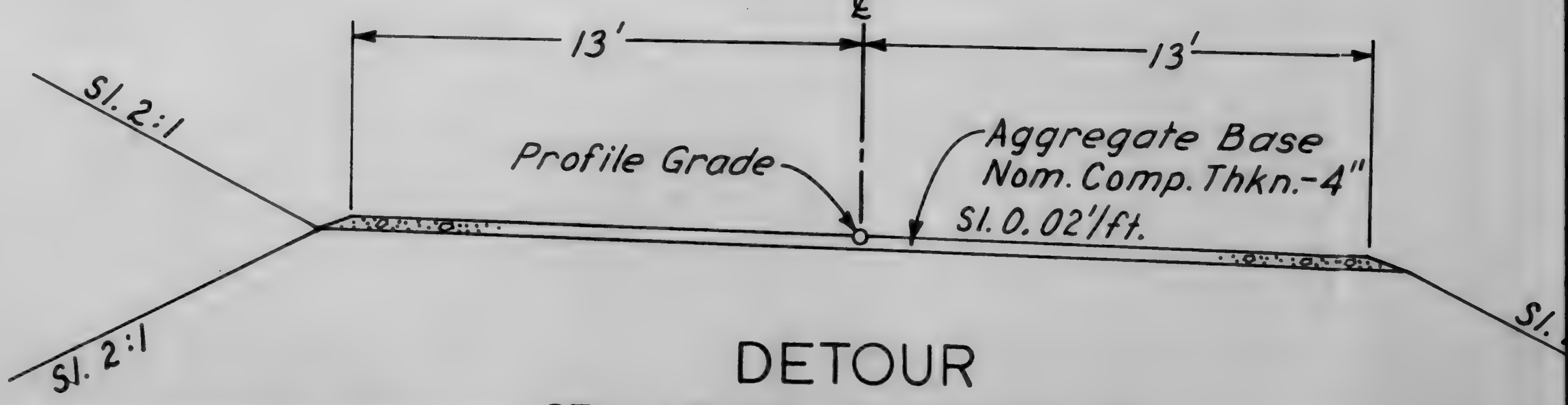
nd Of Work Grading Length ______ Name ______

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization				6%	1460
T.P. & D.O.T.				3%	730
Embankment In Place		C.Y.	1707	4.50	7,682
General Excavation		C.Y.	1707	3.50	5,974
36" Culvert Pipe		L.F.	160 ~~100~~	45	7,200
Agg. Base ~~Commercial Rd Gravel~~		C.Y.	231	15	3,465
Eng. & Cont. 20%					5,302
Total					$31,813

INFORMATIONAL
ONLY


1.5'
14'
℄
14'
1.5'
Profile Grade
Sl. 0.02'/ft.
Aggregate Base
Nom. Comp. Thkn.- 6"
Nom. Sl. 3:1
Sl. 2:1
Sl. 1½:1

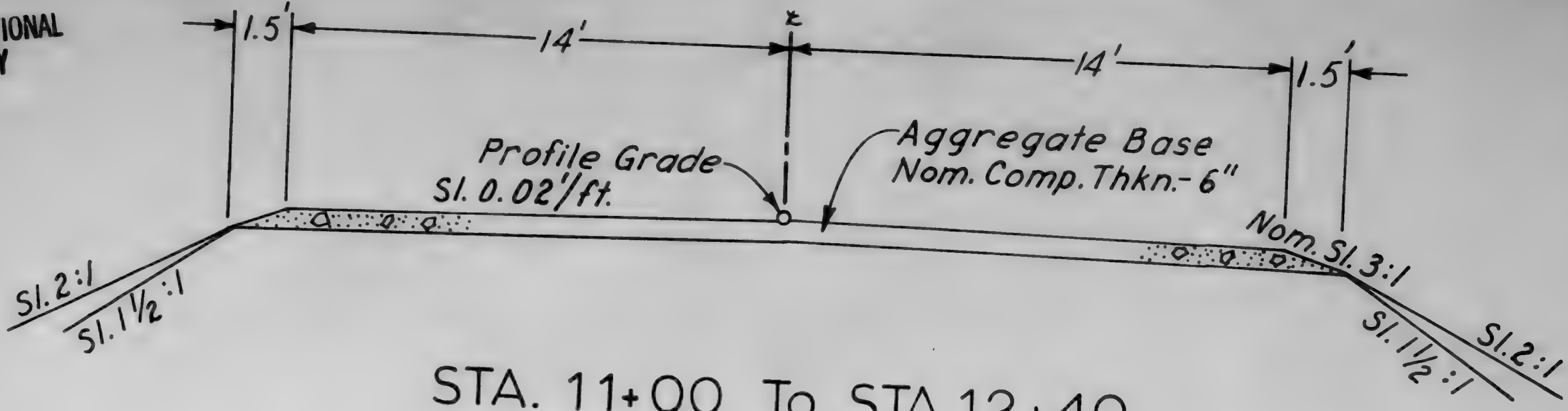
STA. 11+00 To STA. 12+40
12+40 To 15+05 (Bridge)
15+05 To 15+55
15+55 To 16+55 (Taper Se


℄
13'
13'
Profile Grade
Aggregate Base
Nom. Comp. Thkn.-4"
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1

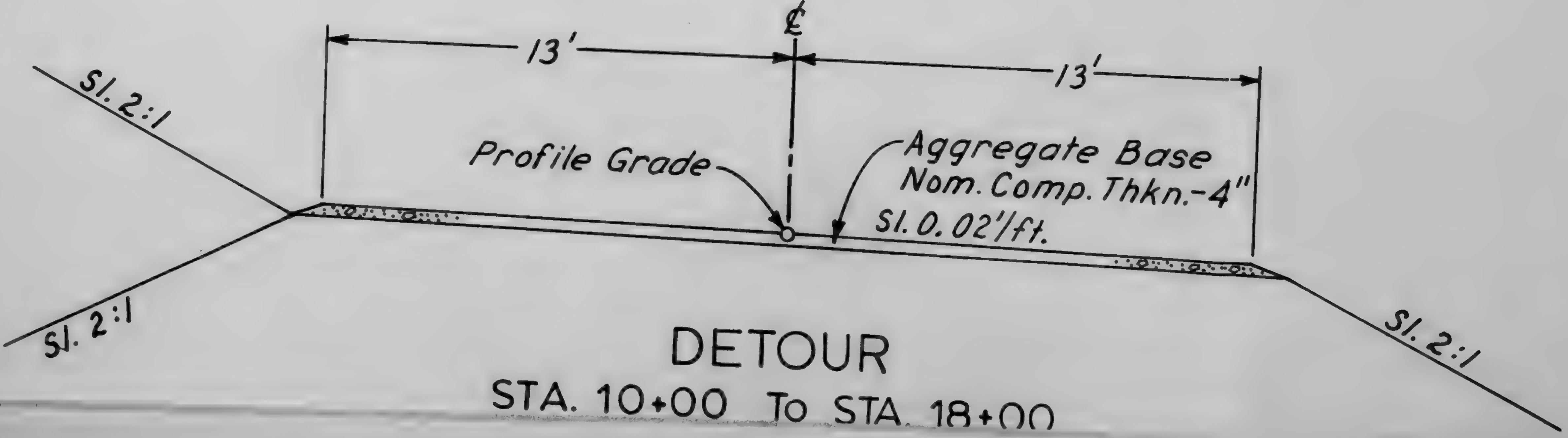
DETOUR

STA. 10+00 To STA. 18+00

INFORMATIONAL
ONLY


1.5'
14'
℄
14'
1.5'
Profile Grade
Sl. 0.02'/ft.
Aggregate Base
Nom. Comp. Thkn.- 6"
Nom. Sl. 3:1
Sl. 2:1
Sl. 1½:1
Sl. 1½:1
Sl. 2:1

STA. 11+00 To STA. 12+40
12+40 To 15+05 (Bridge)
15+05 To 15+55
15+55 To 16+55 (Taper Section)

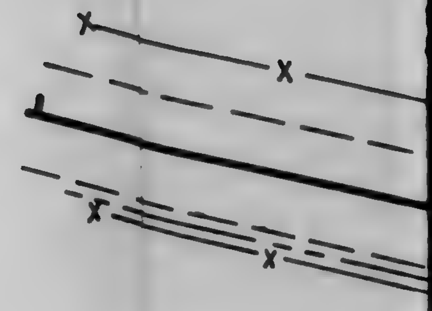

13'
℄
13'
Profile Grade
Aggregate Base
Nom. Comp. Thkn.-4"
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1
Sl. 2:1

DETOUR
STA. 10+00 To STA. 18+00

① Sta. 11+90 To Sta. 12+40 Lt.
Const. Guard Rail-25' (Type 3)
-25' (Type 2A)
Inst. End Piece-1 (Type C)
Drg. No's. 2126, 2126A, 2126B & 2126D)

⑧ Const. Detour
Remove Detour

② Sta. 12+05 To Sta. 12+17.5 Lt.
Const. Guard Rail-12.5' (Type 3)
Inst. End Piece-1 (Type C)



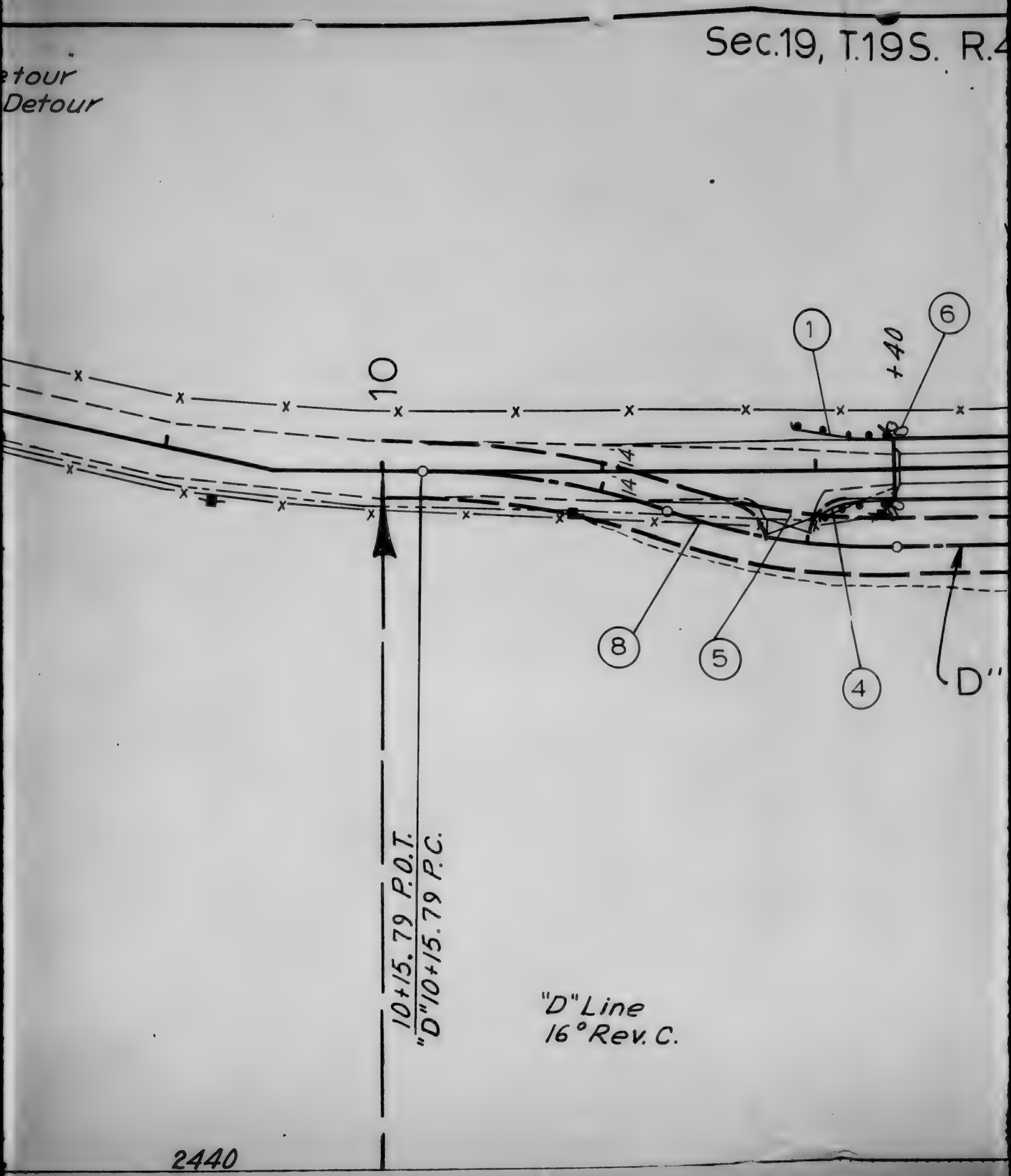
③ Sta. 12+05 To Sta. 12+55 Rt.
Const. Guard Rail-25' (Type 3)
-25' (Type 2A)
Inst. End Piece-1 (Type C)

④ Sta. 12+03.5 To Sta. 12+40 Rt.
Const. Guard Rail-25' (Type 3)
-12.5' (Type 2A)
Inst. End Piece-1 (Type C)

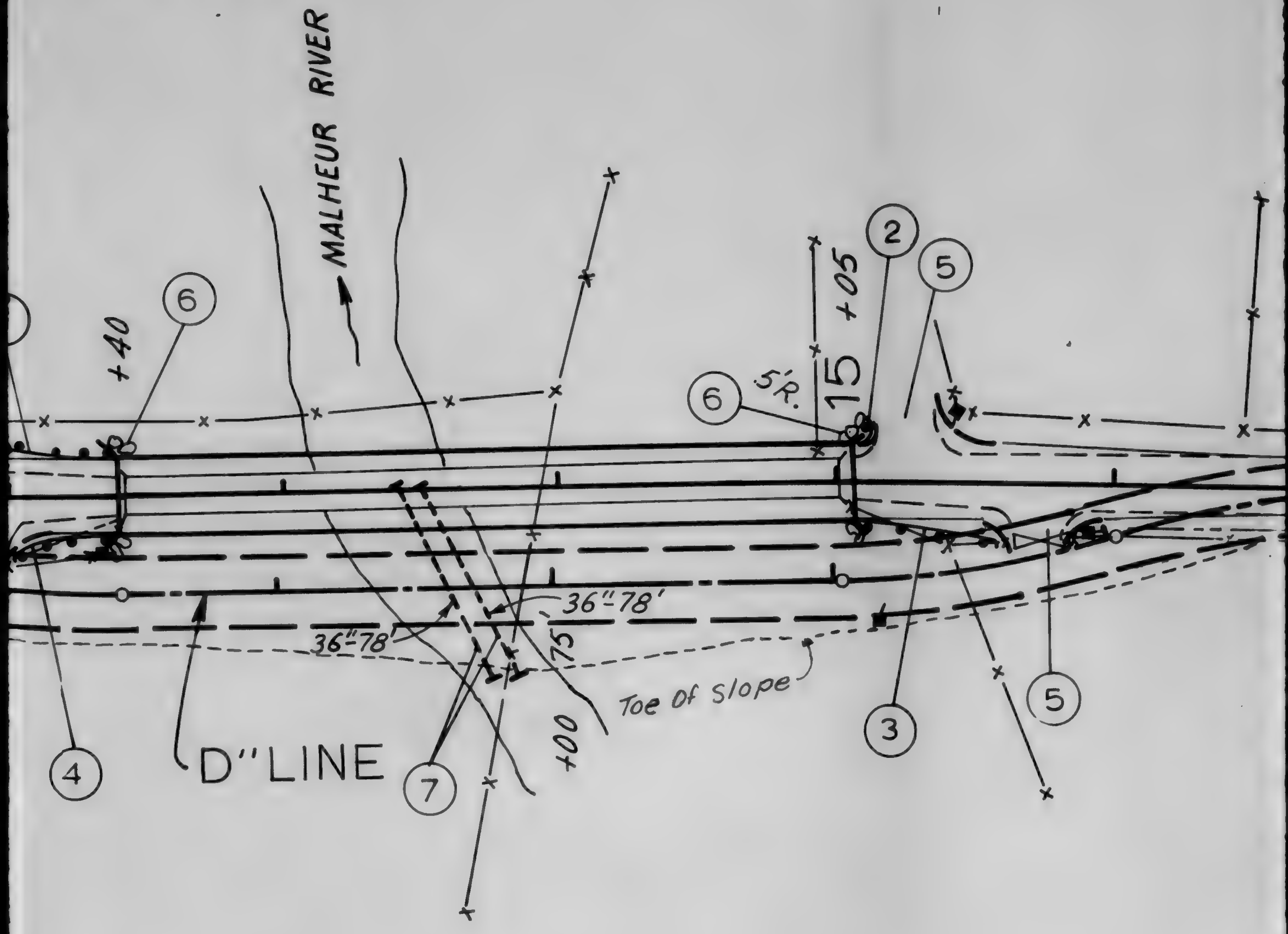
⑤ Const. Appr.-3 (Total)

⑥ Const. Loose Riprap (Class 50)-38 C.Y.
Toe Tr. Exc.-11 C.Y.
(For Details, See Sheet 2)

⑦ Const. Temp. Drainage Str.
Min. End Area 14 Sq. Ft.


Sec.19, T.19S. R.4
etour
Detour
10
+40
1
6
14
14
8
5
4
D"
10+15.79 P.O.T.
"D"10+15.79 P.C.
"D" Line
16° Rev. C.
2440

, T.19S. R.43E. W.M.


MALHEUR RIVER
+40
⑥
⑥
5'R.
15
+05
②
⑤
⑤
④
"D" LINE
36"-78'
36"-78'
75'
+00
⑦
Toe Of Slope
③

"D" Line
16° Rev. C.

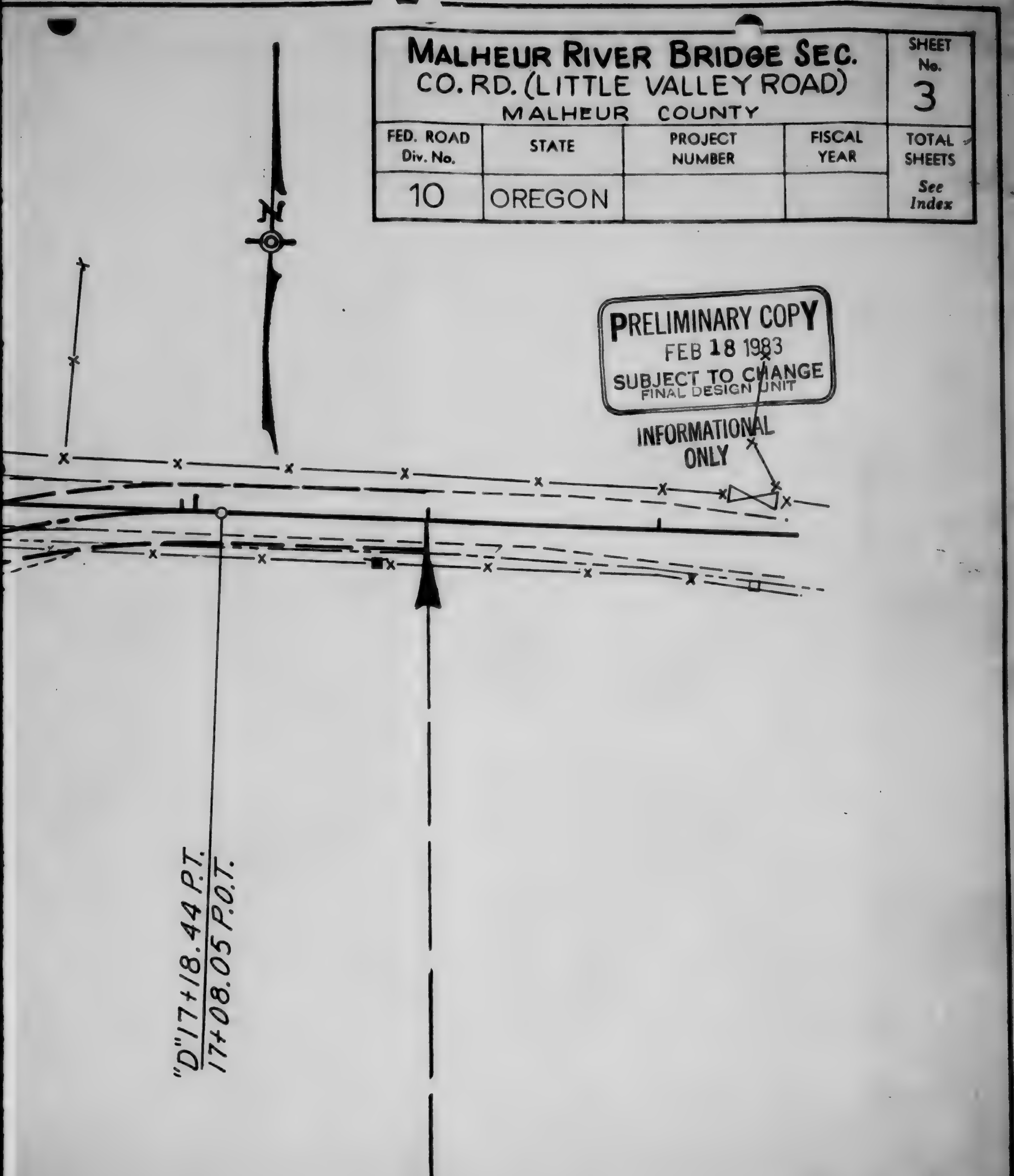
MALHEUR RIVER BRIDGE SEC.
CO. RD. (LITTLE VALLEY ROAD)
MALHEUR COUNTY

SHEET No. 3

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PRELIMINARY COPY
FEB 18 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

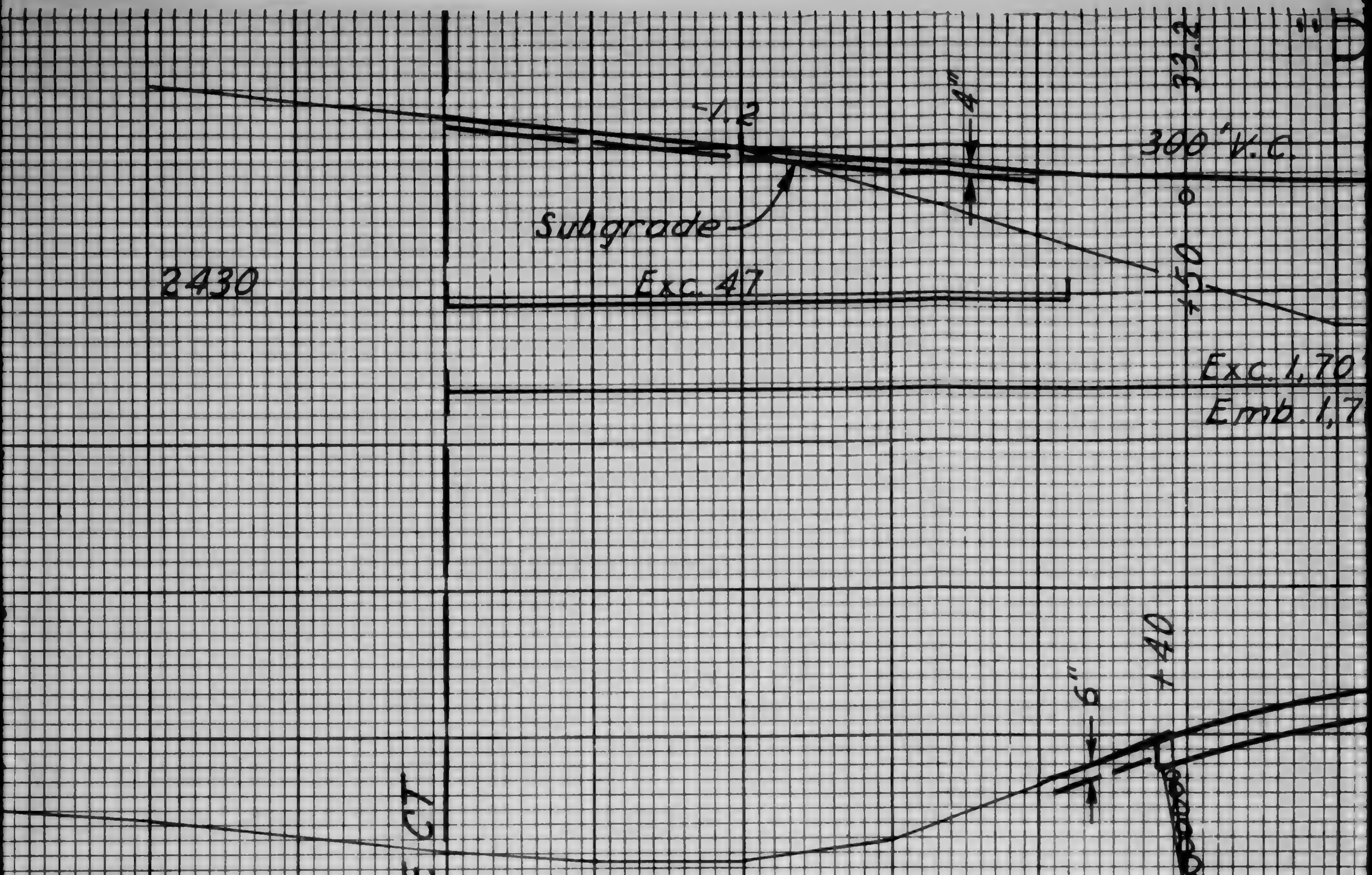
INFORMATIONAL ONLY

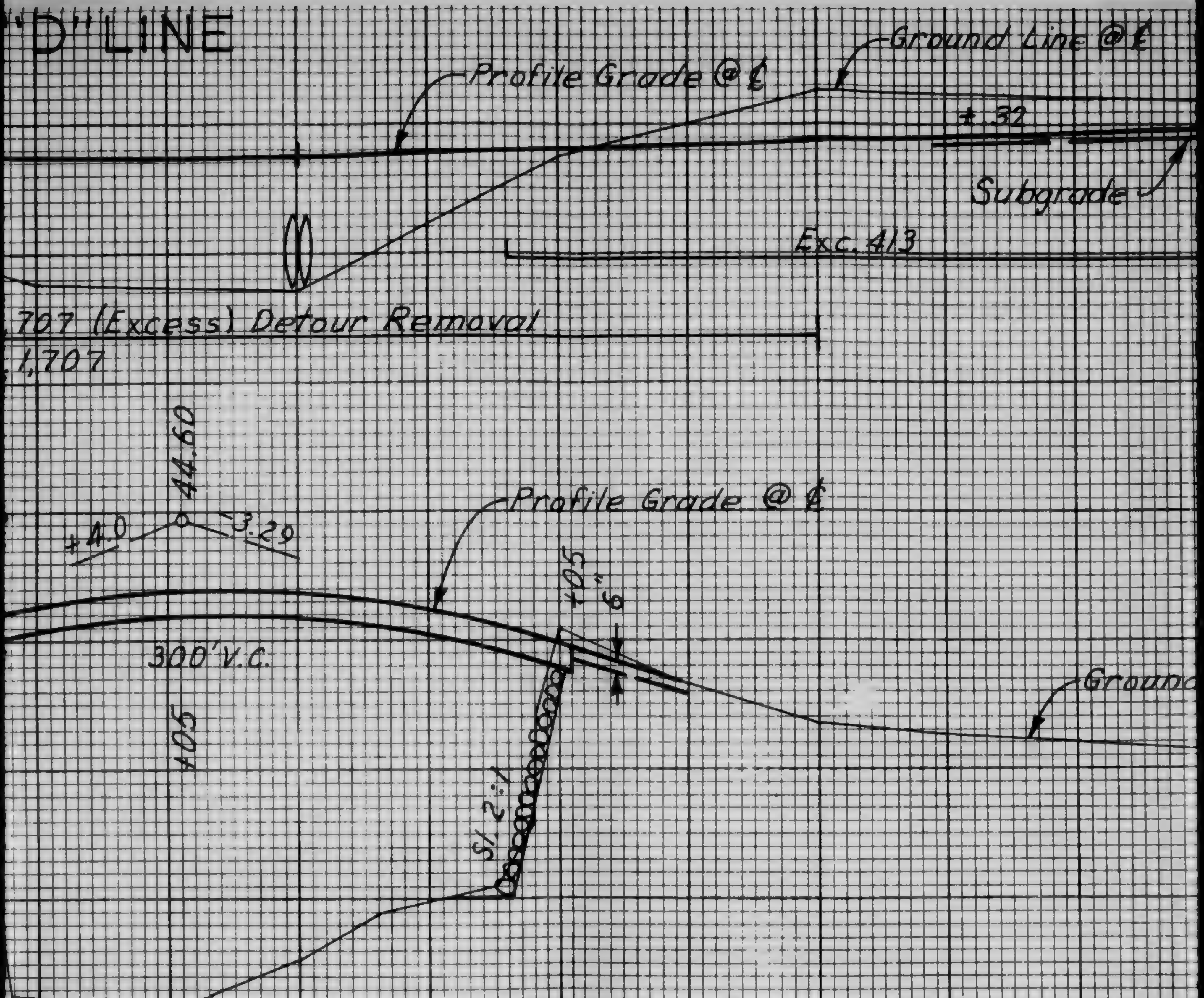

N
"D" 17+18.44 P.T.
17+08.05 P.O.T.
2440

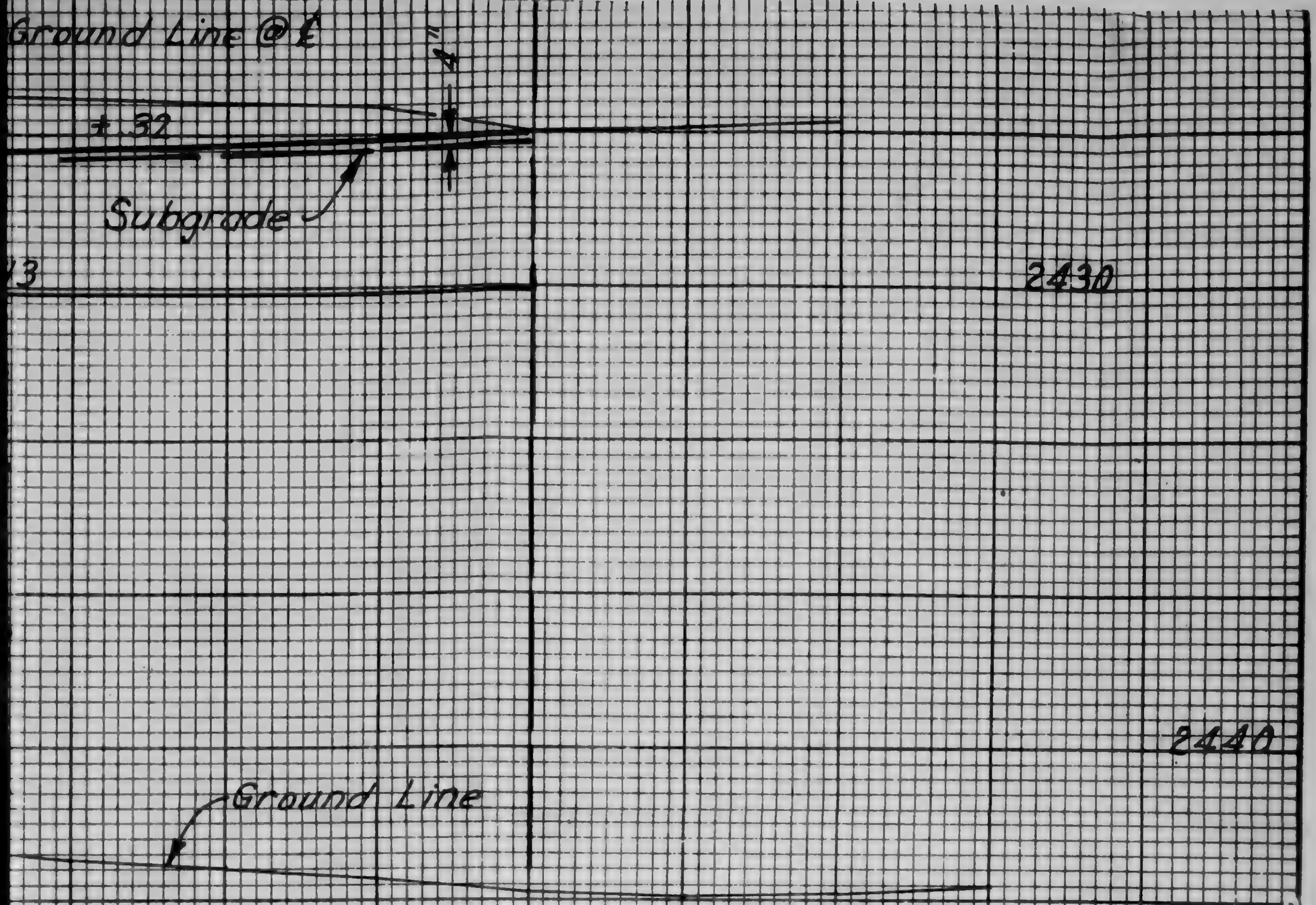
BRIDGE DETAILS CHECKED ____

BRUNING 44-131 39557

FORM NO. 734-1705


"D
-1.2
4"
33.2
300' V.C.
Subgrade
+50
2430
Exc. 47
Exc. 1,70
Emb. 1,7
+40
6"
BEGINNING OF PROJECT
STA. 10+00
10
Exc. 40
Emb. 245


"D" LINE
Ground Line @ ℄
Profile Grade @ ℄
+.32
Subgrade
Exc. 413
707 (Excess) Detour Removal
1,707
44.60
+4.0
-3.29
Profile Grade @ ℄
+05
6"
300' V.C.
+05
Ground
Sl. 2:1
Exc. 61
Emb. 34
15


Ground Line @ ℄
+32
4"
Subgrade
2430
2440
Ground Line
2430
END OF PROJECT
STA 18+00
20

9787

STATE OF OREGON **INTEROFFICE MEMO**

c

TO: Frank Terpin
Location Engineer

DATE: December ~~3~~ 1, 1982

SUBJECT: Malheur River (Little Valley) Bridge Section
Malheur County - County Rd. No. 698
Prefix No. 223-1996-901
Location Survey

to Final Design 12-8-82

Enclosed are the following listed Location Data for the subject project:

1 -✓Vicinity Map and Profile copies to Hydraulics & R/W Descrip. - orig to bridge
1 -✓Cost Estimate with supporting data
1 -✓Book Location Field Notes - to hydraulics
1 -✓Checklist of Hydrologic and Hydraulis Data - to hydraulics
6 -✓Photos of Existing Structure and Channel - to hydraulics
1 -✓Copy Narrative Report
1 -✓Copy Locating Engineer's Statement

George Strawn
George Strawn
Region Designer

GS/lm

Enc.

cc: P. F. Burnett

to City-Co. 12-8-82
ok Husby

on HIP - $300,000 BROS
field estimate = $493,000

RECEIVED
DEC 07 1982
LOCATION SECTION

12-8-82
Work up project to obtain a good construction estimate then contact K. Husby for further instructions. Do not enter into Final Plan stage.
R Lewellyn

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

Malheur River (Little Valley) Bridge

Malheur County
County Rd. # 698

Prefix: 223-1996-901
P. F. Burnett, Project Manager

Cost Estimate

B.I. No.	Item	Unit	Quantity	Unit Price	Amount	
001	Mobilization	All	All	30,000	30,000	00
002	Temporary Protection & Direction of Traffic	All	All	5,700	5,700	00
003	Temporary Signs	Sq. Ft.	189.0	6	1,134	00
004	Temp. Continuous Rail Traffic Barriers, Reflectorized	Lin. Ft.	100.0	11	1,100	00
005	Temporary Barricades	Each	8	125	1,000	00
006	Temporary Delineators	Each	10	18	180	00
	Road Work					
007	Road Work	All	All	3,500	3,500	00
008	Detour	All	All	8,000	8,000	00
009	Commercial Rd. Gravel	C.Y.	60.0	14	840	00
010	Guard Rail Type 2A	Lin. Ft.	75.0	13	975	00
011	Guard Rail Type 3	Lin. Ft.	75.0	28	2,100	00
012	Guard Rail Anchors Type 1	Each	3	325	975	00
013	Rail End Pieces Type C	Each	4	85	340	00
014	Type 1 Fence	Lin. Ft.	100.0	5.50	550	00
015	Loose Rip Rap Class 200	C.Y.	75.0	20	1,500	00
	Structure					
016	Bridge Removal and Salvage	All	All	18,200	18,200	00
017	Structure Complete	All	All	334,880	334,880	00
	Bid Item Total				410,974	00
	Engineering & Contingencies 20%				82,200	00
	Total Cost of Project				493,174	00

MALHEUR RIVER (LITTLE VALLEY) BRIDGE SECTION
COUNTY RD. NO. 698
MALHEUR COUNTY

NARRATIVE REPORT OF SURVEY

The purpose of this project is to replace a narrow (14 feet wide) outdated (wt. limitation of 8 tons) timber and steel structure with a new concrete slab structure. The project is located approximately 1 1/2 miles from Hwy. 20, at Little Valley, in Malheur County, where County Rd.No. 698 crosses the Malheur River.

The Malheur River flows a high volume of water during Spring Run-Off and a moderate volume of water during the irrigation season (April to October). The flow of water is controlled by two dams approximately 40 miles up stream. This stretch of river also has a history of having ice jams during the Spring Break-Up (Feb.). These factors make it advantageous to have bridge construction limited to the months between April and February.

The existing structure consists of 7 spans, with the middle span (130 feet) being a steel truss section and the ends (64 feet each) wooden sections. A sketch of the existing structure is included in the field notes. The new structure is recommended to be 260 feet long, because any narrowing of the existing opening under the bridge could cause more flooding during high water.

The County wants to salvage the material from existing structure. County forces want to remove timbers. Steel truss can be set aside and County will dismantle this later. This should be set up so County will have adequate time to remove timbers prior to contractors work starting.

By using existing alignment no additional right-of-way will be needed for construction of this proposed structure. It will be necessary to acquire an easement across adjacent property for construction of a detour around work area. Easement to be obtained by Malheur County officials.

There is a telephone line that crosses the Malheur River on existing structure. Provisions should be made for this line to be placed on the proposed new structure.

There is a possible conflict with telegraph line, there are poles at both ends of the present structure. These appear to be outside work area, but are quite close to proposed bridge ends. Have discussed this with Harlin Gerlach, Region Utility Engineer. He will check on this on his next trip and report his findings.

The following is a list (with explanations) of the items it is recommended deviate from the standard specifications.

1) Road Work -- The work (Embankment in Place, Clearing and Grubbing, Removal of Structures and Obstructions) included in this item is so minimal it is recommended it be a Lump Sum Item.

2) Detour -- This item includes installing temporary pipes or a temporary bridge across the river and building detour to the crossing. The size of pipe will have to be determined by the flow of the river at the time of construction and the size of pipe available to the contractor and the possibility of contractor

having a portable bridge. Grading work on the detour will be minimal and restored to its natural state. It is recommended that because variable ways of getting the detour over the river and the minimal amount of grading work, the item be set up as Lump Sum to include all work necessary. The County will have to acquire construction easement from property owner to accomodate detour.

3) Commercial Road Gravel -- It is recommended that Commercial Road Gravel be used in lieu of State spec. base rock, because the existing road is surfaced this way and State spec. base rock does not hold up when used as a wearing course.

4) Type 1 Fence -- This item includes only 100 feet of new fence installation. The County has no requirement for spec.fence along its roadways and the requirement of State spec. fence for this small quantity would make the bid price quite high. Therefore it is recommended that the state specs. be deleted and substituted with a local commercial grade of fencing material or specify replacement in kind.

Unit Prices were obtained from Bruce Walton, Cost Estimates Specialist, and James Chidsey, Bridge Design Section.

P. F. Burnett

P. F. Burnett
Project Manager

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 23-1996 Highway County Rd. No. 698 Section Malheur River (Little Valley) Bridge

Highway Class ....

Date 12-1-82

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy).
☐	☐	☒	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☒	☐	☐	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☐	☒	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☐	☐	☒	l. Coordinate Sheets.
☐	☐	☒	m. Clearing and Grubbing Chart.
☐	☐	☒	n. Report on Bench Mark Recoveries (Form E-369)
☐	☐	☒	(1) Description of Bench Mark (Form E-185).
☐	☐	☒	(2) Report on Condition of Bench Mark (Form E-186).
☐	☐	☒	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☒	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☐	☐	☒	r. Preliminary Soils and Material Report.
☐	☐	☒	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☒	☐	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☐	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☐	3. Have all required temporary easements been designated as to area, type and duration?
☐	☒	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☐	☒	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☒	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☒	☐	☐	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☐	☐	☒	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☒	☐	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature P. J. Bent
Locating Engineer

Address ....

9787

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Malheur County
Sufficiency Rating & SI&A FHWA Computer Run
Malheur River (#45C141) Little Valley
Dead Ox Pump Canal (#45C308)

Date: September 30, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. John Wood, Structure Maintenance Engineer

Attached are the two computer runs showing the sufficiency ratings for:

Malheur River (Little Valley) Bridge #45C141

Sufficiency rating 13.0

Dead Ox Pump Canal-Pionee Bridge #45C308

Sufficiency rating 15.3

Both of these structures are eligible for Bridge Replacement Funds.

For/ Dale E. Wilken

Attachments:
Computer Runs

RECEIVED
STATE HWY ENGR
OCT 1 '82
REFER TO John Wood
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig.
w/att

May 28, 1982

ACC

E. H. Seuell
County Judge
Malheur County
251 B Street West
Vale, Oregon 97918

Dear Judge Seuell:

We have received Federal Highway Administration (FHWA) approval of the preliminary engineering (PE) phase of the Malheur River Bridge (No. 45C141) on Little Valley Road in Malheur County.

As described in our Agreement No. 7668, the County should now submit an advance deposit so that we may begin work:

Estimated Cost of P.E.	$31,550
Less: Free Bridge Design to County	10,000
Basis for Computation of County Share	$21,550

COUNTY SHARE: 20% of $21,550 = $4,310

Please submit your P.E. advance deposit in the amount of $4,310. You may use one of the three options for payment described on the attached sheet.

Faye Pitts says
Check rec'd
6-22-82
KEH

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

KEH:pf
Attachment

bcc w/AD # 82-36: Roger Lang, Region 5
Vern Skoog - Please return completed AD # 82-36 when advance deposit is received.

9787

p

May 19, 1982

Malheur County Court
251 B Street West
Vale, OR 97918

AGR 4

Attention: Robert Morcom
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7668

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for a bridge replacement project on the Malheur River (Little Valley Road) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agree. att.)

9787

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-11-[illegible]

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2300(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20085

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/19/82

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Malheur River (Little Valley Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $31,550
F.F $25,240

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 5/7/82.

RECEIVED
STATE HWY ENGR
MAY 24 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig to
5-24-82
G

14. DATE 5/19/82

15. SIGNATURE OF APPROVING OFFICIAL Nolach

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. N	ROUTE NO. STATE
Co. Rd., Approx. 4.5 mi. N.E. of Harper "Malheur Riv. (Little Valley Rd.) Br. Sec"	114	20085	BROS-2300(5)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

Malheur (045)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ______

Dist. 14 Cl. Ho. ..... Exempt X Date Approved ______ No Reply ___

Project Environmental Action ~~Assessment~~: FHWA Concurrence Dated 5-3-82

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Br. No. 45C141.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

- X All Phases
- ___ All Phases thru Final Envir. Document
  - X Incl. Archeological Salvage
  - X " Util. Preparatory Work
  - ___ " R.R. Preparatory Work

31550
10000 Free Br Des.
21550 20%
4310 CO.

Est. Proj. Cost:

	TEC NTE	$ 31,550
80%	FF	$ 25,240
	STATE	$ 2,000
	Co.	$ 4,310

For PR-37:
Field Phase $ ______
PS&E Phase $ ______

REMARKS:
1) Attached is a copy of Authority for Survey and sketch maps.
2) Included in the approved bridge replacement inventory with a sufficiency rating of 13.0.

CL:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
5-7-82	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

9787

N
Malheur Co.

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

5-3-82

DATE
PREFIX

1 - IDENTIFICATION

PROJECT NAME: Malheur River (Little Valley) Bridge Section

HIGHWAY NAME: Little Valley Road #698

HIGHWAY NUMBER: N/A

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
5	14	Malheur	N/A

LENGTH

MILEPOST NUMBER TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Malheur County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Remove existing sub-standard steel through truss, construct prestressed reinforced concrete slab span structure, correct grading as required to conform to new structure width. Construct and remove detour if route cannot be closed during construction.

Detour will be considered for cost purposes.

1 Versteeg ✓
Anderson
2 Adams
3 Otis
Sullivan
Tarpin
Trobi
4 Waterlig

RECEIVED
MAY 1 . 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 125 (estimated)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 50 *

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

* Existing gravel road, suggest this speed design be used in event the road is oiled in future.

APPROVED
Frank E. Pergin
Location Engineer
Date 5/3/82

REFERRED TO
Board Stoudenmeyer
Cole Mann
Erikson 1 Watson W
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 11'	2 - 14
SHOULDERS	N/A	N/A
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	Absence of any need.
INTERCHANGES	N/A	
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River Malheur	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment Categorical exclusion	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing Detour or close	☐	☐	☒	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☐	☒	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review with County	☒	☐	☐

Type telephone

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	—
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	4

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE	August 1983	

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Pit run, grid rolled		X

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	30, 950	31,550
RIGHT OF WAY	0	
TRAFFIC CONTROL (incl. in contingencies)		
ILLUMINATION	0	
STRUCTURES 28' x 260'	342, 160	352,000
RAILROAD	0	
ROADWAY	15, 000	
OTHER Remove Extg. Str.		20.000
ENGINEERING & CONTINGENCIES @ 40%	136, 860	148,000
PROJECT TOTAL	524, 970	551,550

Note: includes $10,000 free bridge design.

SUBMITTED BY

Form [illegible]

Job No. ....

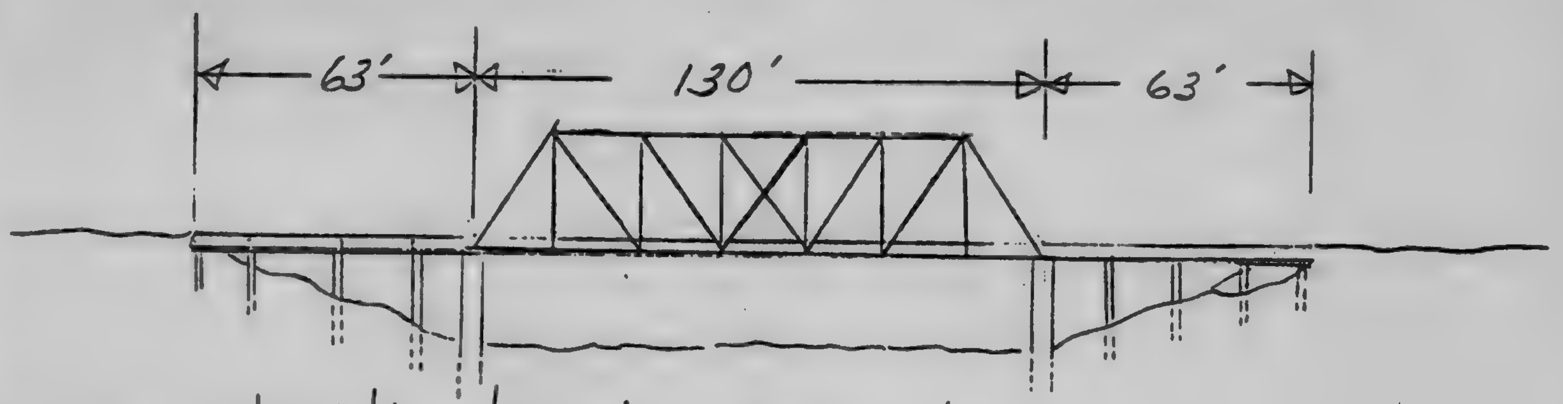
Sheet ...... of .... Sheets

OREGON STATE HIGHWAY DIVISION

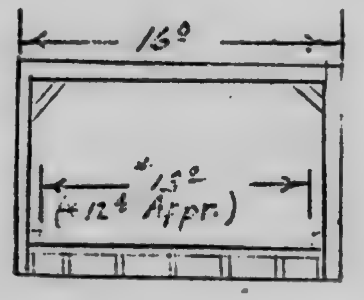
Calculations for Malheur River (Little Valley) Bridge Sec. #45C141

Made by .... 19 .... Checked by .... 19 .... Backchecked by .... 19.......

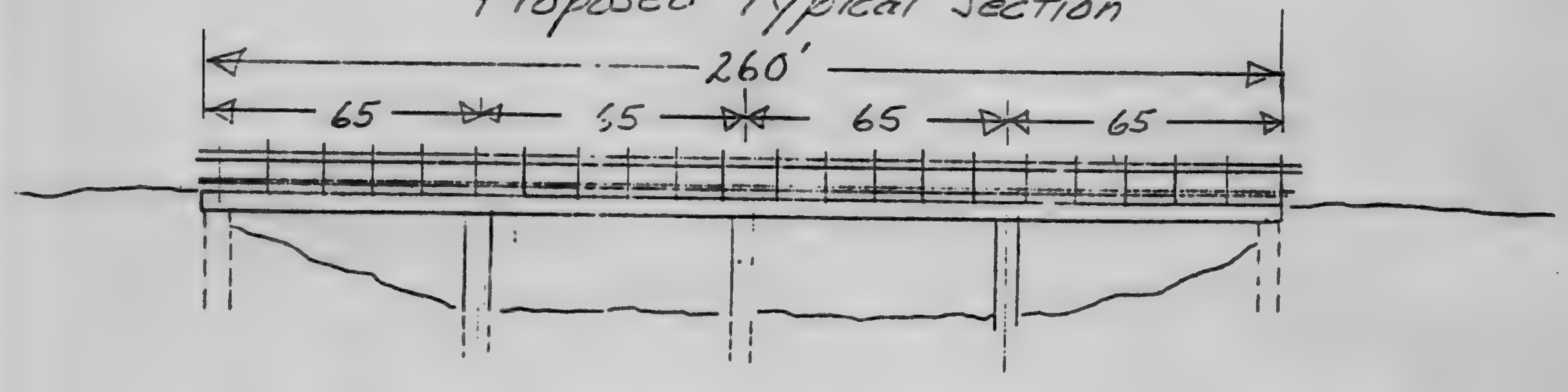
Existing Typical Section

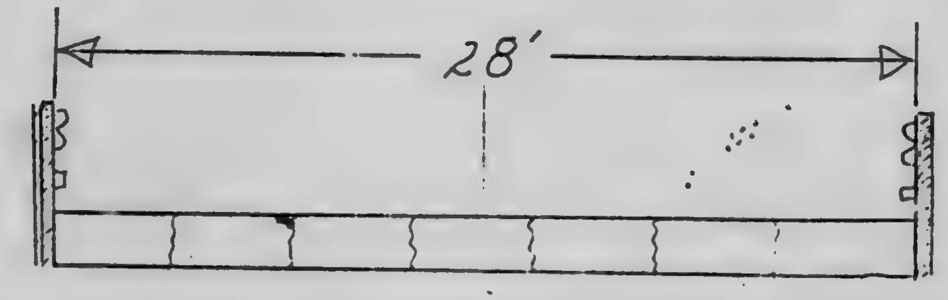


Main span steel thru truss
Timber pile appr. spans
Timber stringers & deck
(one lane traffic)

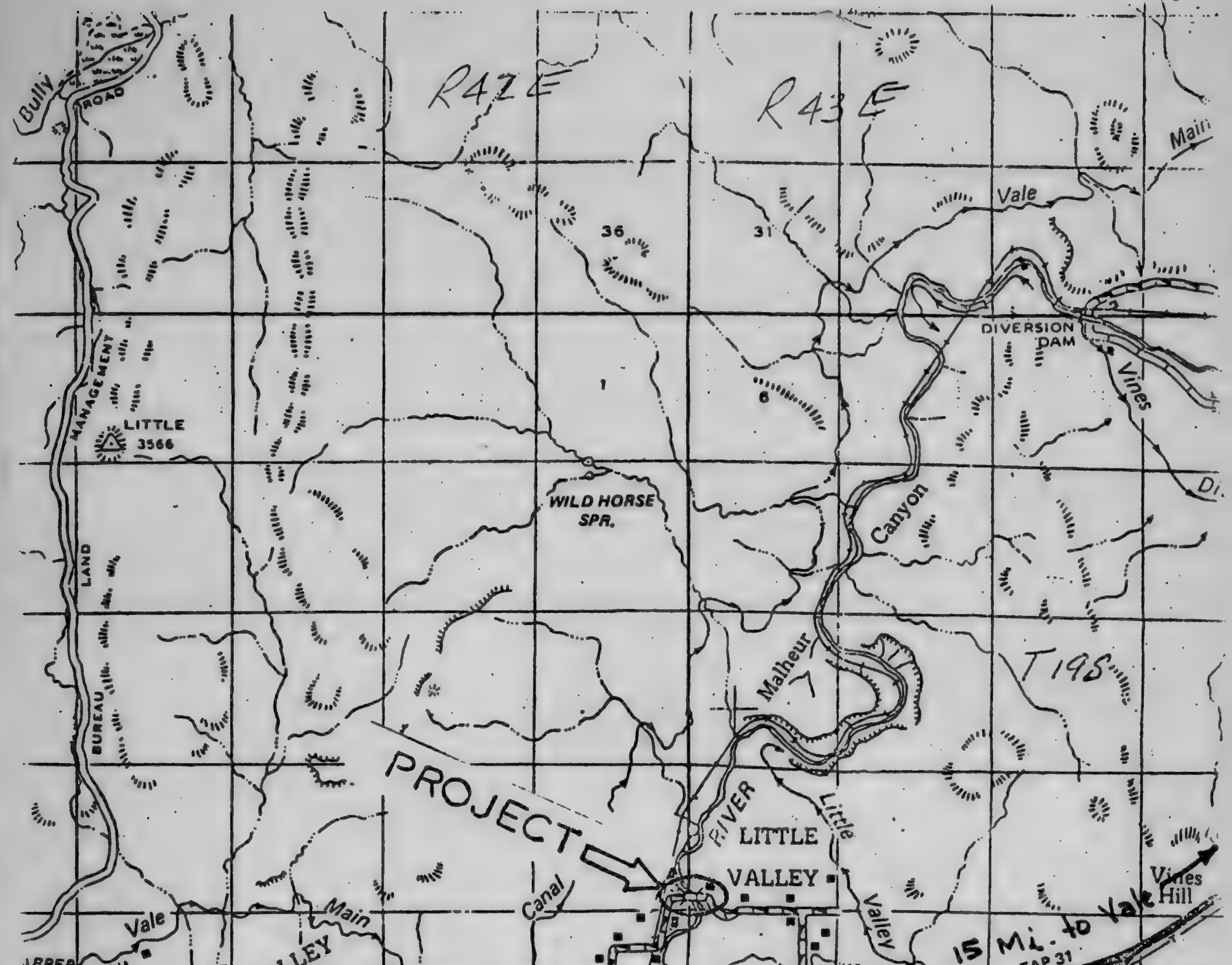

15^{0}
$\pm 13^{0}$
($\pm 12^{0}$ Appr.)

Proposed Typical Section


260'
65
65
65
65



Prestressed reinf.
Concrete slab span.


R42E
R43E
Bully
ROAD
Main
Vale
36
31
DIVERSION DAM
Vines
BUREAU LAND MANAGEMENT
LITTLE 3566
1
6
WILD HORSE SPR.
Canyon
Di
T19S
Malheur
PROJECT
RIVER
LITTLE VALLEY
Little Valley
Vines Hill
15 Mi. to Vale
Vale Main Canal
VALLEY
ARPER SPRS.
FAP 31
UNION PACIFIC RY.
Little Valley
Canal
High Point
MALHEUR
Oregon Central Highway
31
ANDY 3280
per
LITTLE SANDY RESERVOIR
ROCK SPR.
FENCELINE SPR.

9787:

C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

April 19, 1982

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Malheur River Bridge
Little Valley Road
Malheur County
BROS-2300(-)

Dear Mr. Wilken:

Attached is an environmental project classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the new Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachments (3)

ENVIRONMENTAL SECTION
May 4, 1982

cc: J. B. Boyd (3)
J. H. Versteeg (4)
B. L. Gifford (2)
L. E. George (2)
D. H. Moehring
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lwewllyn
Surfacing Design
Bob Hector
John Preston
Vernal Moore
Dale Hiatt
Don Keyes

CONCUR:

for Division Administrator 5/3/82
Date

RECEIVED

APR 26 1982

Form 734-3122

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

BROS-2300(-)

A. Project Identification:

Date April 19, 1982

Section Malheur River Bridge

City

Hwy. No.

Highway Little Valley Road

Begin M.P.

Length

County Malheur County

Program Estimate $515,000

Region 5

Funding Source HBR

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the project is to replace a substandard one-lane bridge with a prestressed reinforced concrete slab span structure. The existing structure is a long (256') and narrow (12.4') steel thru truss bridge with a plank deck. The length combined with the narrow width of the existing bridge creates a safety hazard, coupled with the inability of many modern agricultural vehicles to use the structure because of width and weight (8 ton limit) restrictions. The bridge has been identified as in need of replacement. The only available alternative is to "do nothing", which does not address the safety problems and the considerable out of direction travel forced on many farm vehicles.

C. Recommended Project Classification:

Project Class		Documentation
	I	Draft and Final EIS
X	II	Categorical Exclusion
	III	Environmental Assessment

	Other Documentation
	Wetlands Finding/Analysis
	Endangered Species List
	Biologic Assessment
X	Cultural Resources Survey
X	Section 106 Procedures
	Section 4(f) Evaluation
X	Noise Study Report
	Indirect Source Construction Permit

Basis for Recommended Classification:

The proposed project is a bridge replacement on existing right-of-way. Little or no adverse impact on the human or physical environment is anticipated.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No (gravel rd.)	No
Average Daily Traffic (Volume and Year)	125 (estimate)	Same
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	35 mph est. max speed, gravel road adjacent to farmstead	

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0
Estimated Number of Parcels	
Residential Displacements (No.)	
Business Displacements (No.)	

Describe:

If the road cannot be closed during construction, it is anticipated that right-of-way for a detour road would be donated. The propose structure is planned on existing right-of-way.

2. Estimated Impact on Land Use:

None.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Some increase in farm related traffic can be expected because of equipment that is too large or heavy cannot be accommodated by the existing structure. Safety will be improved with the replacement of the existing narrow and deteriorating bridge.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Little or no impact on the Malheur River is anticipated. While at least one bent is planned in-stream, summer irrigation demands leaves little moving water during the construction season, so the potential for fish or other adverse in-stream impacts are unlikely. The possibility of modifying existing bents for use is also bein explored.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None. Both ends of the existing bridge are involved in agricultural operations. In the N.E. quadrant, a house and other farm related buildings are located within 100 feet of the existing structure. A telephone cable is buried and suspended from existing bridge. Bridge has potential for National Register. A cultural survey will be conducted.

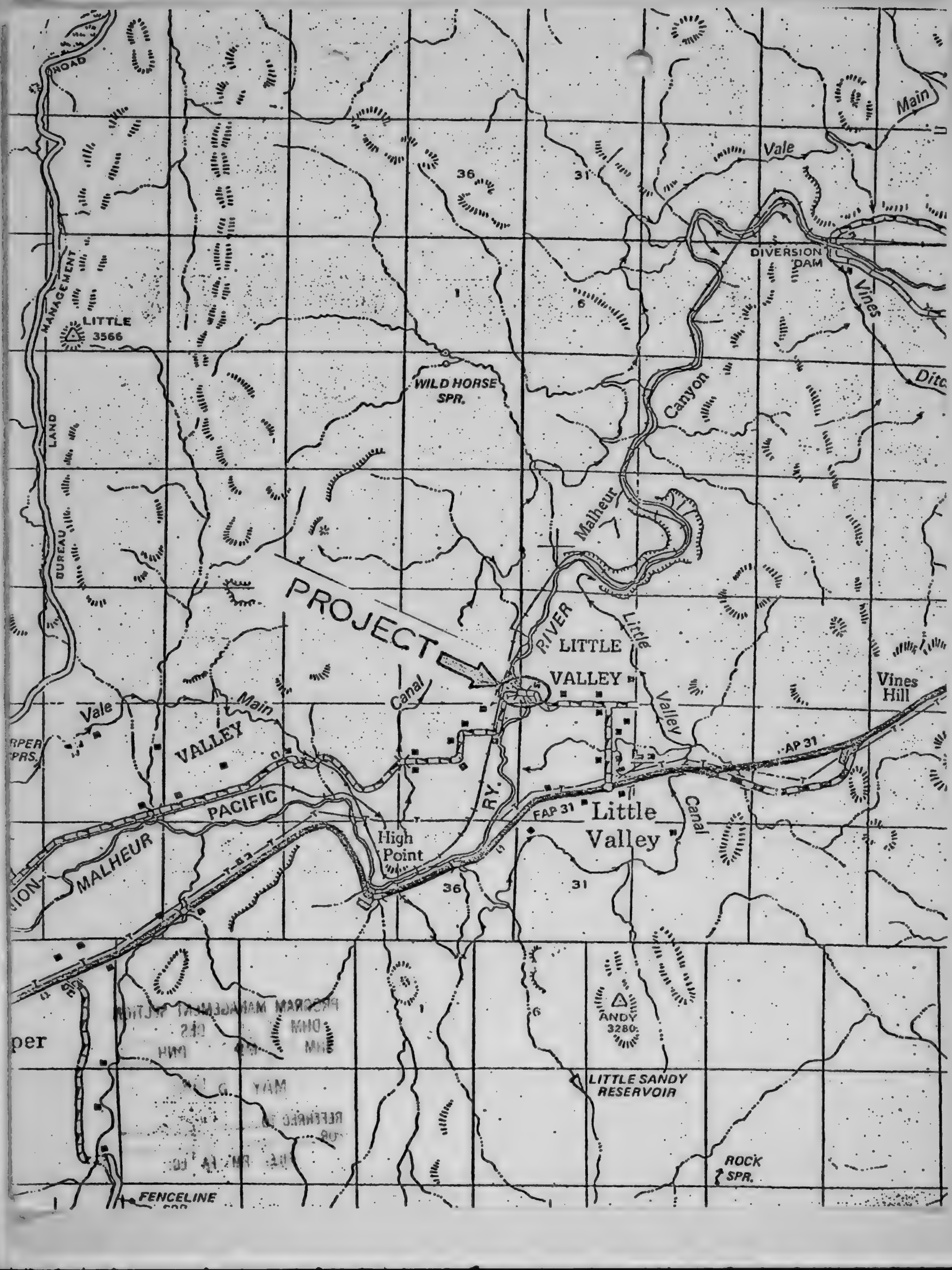
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number: John Preston (963-3177)

(Attach Project Location Map)

(3-25-82)


ROAD
MANAGEMENT
LAND
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Vale
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DIVERSION DAM
Vines
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1
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WILD HORSE SPR.
Canyon
Malheur
PROJECT
RIVER
LITTLE
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AP 31
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NION
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ANDY 3280
per
LITTLE SANDY RESERVOIR
ROCK SPR.
FENCELINE
SPR

PROGRAM MANAGEMENT SECTION
DHM ☐ [✓ DES ☐]
SHM ☐ MJK ☐ DNH ☐
MAY 5 1982
REFERRED TO________________
FOR ______________________
FILE: PM FA LG.

D E Swan
Attention Ken Hess

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

7787

Section Malheur R. (Little Valley)Br
Highway Little Valley Rd. #698
County Malheur
Region 5

Date 4/1/82 ~~3/1/82~~
City ______ Hwy. No. ______
Begin M.P. ______ Length ______
Program Estimate 515.000
Funding Source HBR

B. Purpose, Need, and Description of Project (Describe Alternatives): The purpose of the project is to replace a substandard one-lane bridge with a prestressed reinforced concrete slab span structure. The existing structure is a long (256') and narrow (12.4') wide steel thru truss bridge with a plank deck. The length and narrow width of the existing bridge creates a safety hazard, coupled with the inability of many modern agricultural vehicles to use the structure because of width and weight (8 ton limit) restrictions. The bridge has been identified by the Federal Highway Administration as in need of replacement. The only available alternative is to "do nothing", which does not address the safety problems and the considerable out of direction travel forced on many farm vehicles.

C. Recommended Project Classification:

Project Class		Documentation
	I	Draft and Final EIS
X	II	Categorical Exclusion
	III	Environmental Assessment

Other Documentation

- ____ Wetlands Finding/Analysis
- ____ Endangered Species List
- ____ Biologic Assessment
- ____ Cultural Resources Survey
- ____ Section 106 Procedures
- ____ Section 4(f) Evaluation
- ____ Noise Study Report
- ____ Indirect Source Construction Permit

Basis for Recommended Classification:
The proposed project is a bridge replacement on existing right-of-way. Little or no adverse impact on the human or physical environments are anticipated. Recommended project classification is Project Class II (categorical exclusion).

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No (Gravel Rd.)	No
Average Daily Traffic (Volume and Year)	125 (estimate)	Same
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	35 MPH est. max speed, gravel road adjacent to Farmstead	

E. Preliminary Identification Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres 0

Estimated Number of Parcels

Residential Displacements (No.)

Business Displacements (No.)

Describe:
If road cannot be closed during construction, it is anticipated that right-of-way for detour road would be donated. The proposed structure is planned on existing right-of-way.

2. Estimated Impact on Land Use:
None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:
Some increase in farm related traffic can be expected because of equipment currently too large or heavy to be accommodated by the existing structure. Safety will be improved with the replacement of the existing long, narrow, and deteriorating bridge.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:
Little or no impact on the Malheur River is anticipated. While at least one bent is planned in-stream, summer irrigation demands leaves little moving water during the construction season. Because of such severe low and muddy water conditions any potential fish or other adverse in-stream impacts are unlikely. The possibility of modifying existing bents for use is also being explored.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:
None. Both ends of the existing bridge are involved in agricultural operations. In the N. E. quadrant, a house and other farm related buildings are located within 100 feet of the existing structure. A telephone cable is buried and suspended from existing bridge.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:
None.

Name of Preparer and Phone Number: John Preston 963-3177

(Attach Project Locaion Map)

(2-28-82)

orm 81-731-3106

Job No. ....

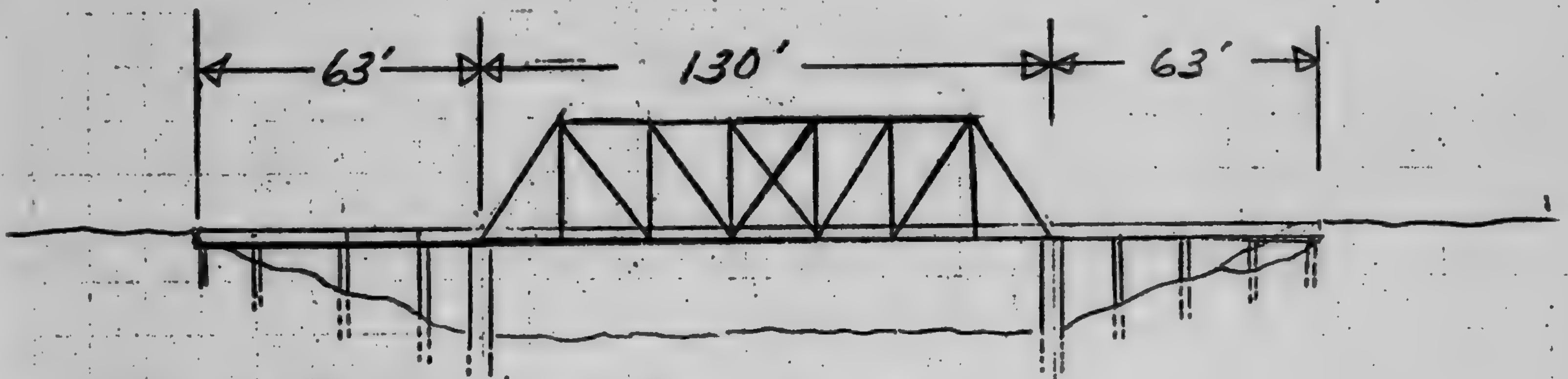
Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

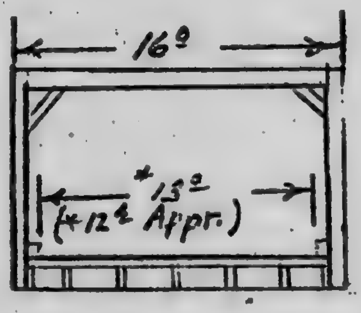
alculations for Malheur River (Little Valley) Bridge Sec. #45C141

Made by .... 19....... Checked by .... , 19....... Backchecked by .... , 19.......

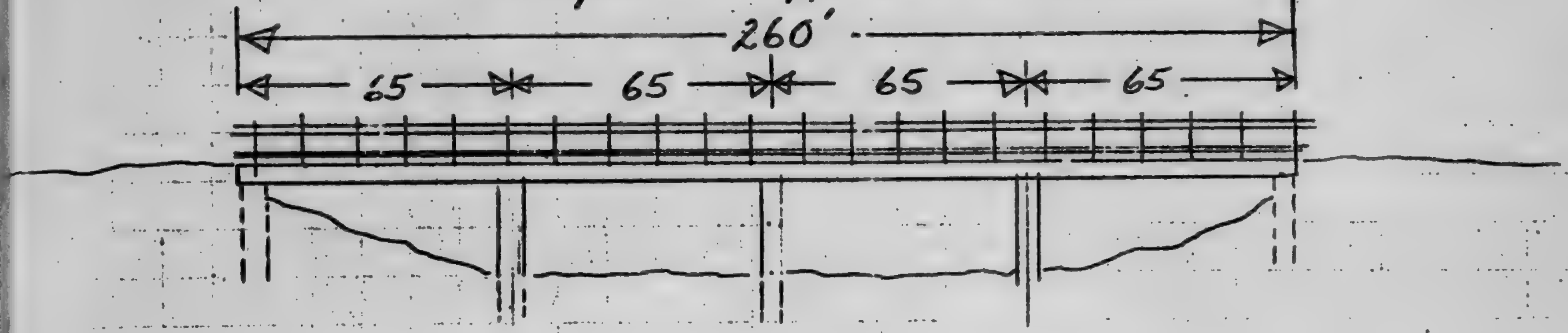
Existing Typical Section



Main span, steel thru truss
Timber pile appr. spans
Timber stringers & deck
(one lane traffic)


16^{0}
$\pm 13^{0}$
($\pm 12^{0}$ Appr.)

Proposed Typical Section


260'
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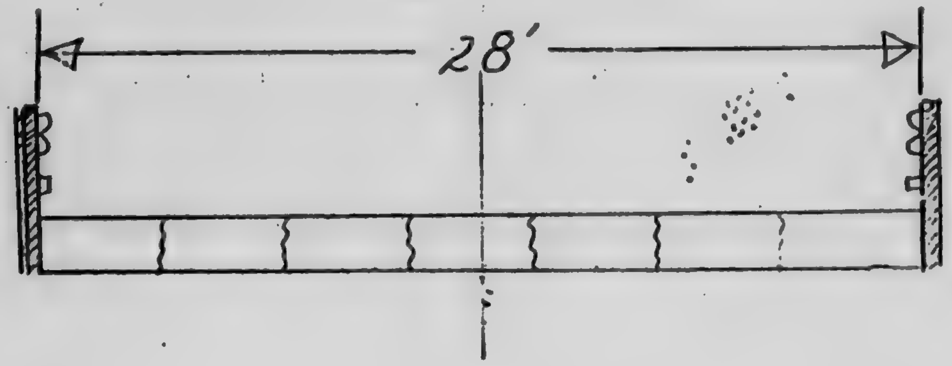
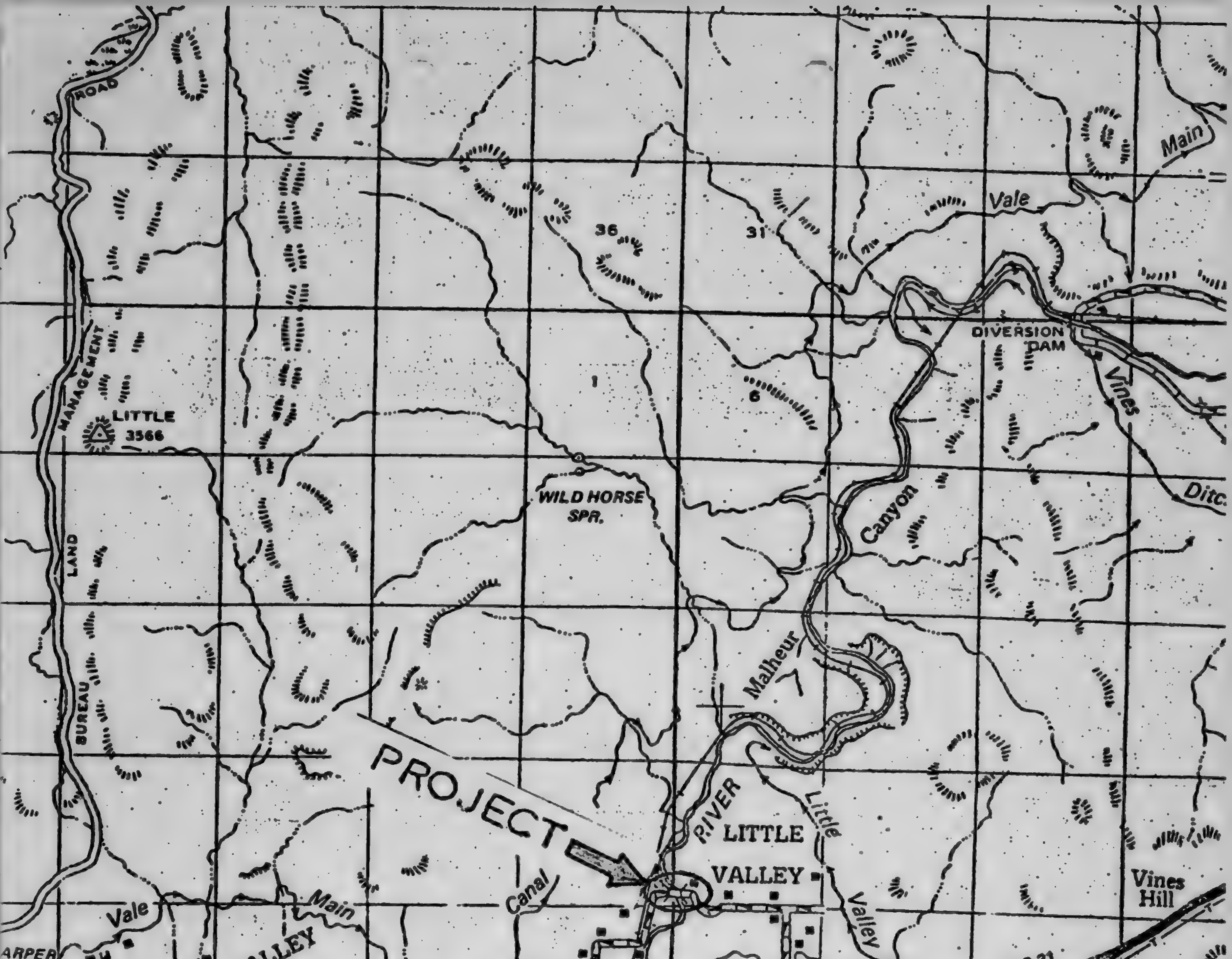


Prestressed reinf.
Concrete slab span.


ROAD
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Vines
Hill
FAP 31
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Canal
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ROCK
SPR.
FENCELINE
SPR.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
APR 5 1982
REFERRED TO
FOR
FILE: PM FA LG.

978.7

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS

ORE N DEPARTMENT OF TRANSPORT ION
LOCATION UNIT

DATE: March 29, 1982

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Malheur River (Little Valley) Bridge Section

HIGHWAY NAME: Little Valley Road #698

HIGHWAY NUMBER: N/A

REGION: 5

ADMINISTRATIVE DISTRICT: 14

COUNTY: Malheur

CITY: N/A

LENGTH:

MILEPOST NUMBER: TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Malheur County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Remove existing sub-standard steel through truss, construct prestressed reinforced concrete slab span structure, correct grading as required to conform to new structure width. Construct and remove detour if route cannot be closed during construction.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 125 (estimated)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 50 *

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

* Existing gravel road, suggest this speed design be used in event the road is oiled in future.

3 · FEATURES	EXISTIN NUMBER AND WIDTH	PR OSED NUMBER AND WIDTH
TRAVEL LANES	2 - 11'	2 - 14
SHOULDERS	N/A	N/A
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	None
INTERCHANGES	N/A	
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River Malheur	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☐	☒
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☐	☒
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☐	☒
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment Categorical exclusion	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______ Detour or close	☐	☐	☒	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☐	☒	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review with County	☒	☐	☐

Type telephone

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY (if required)	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		
DRAFT ENVIRONMENTAL IMPACT STATEMENT		
CORRIDOR APPROVAL		
FIELD SURVEY		
PRELIMINARY DESIGN		
DESIGN APPROVAL/FINAL EIS		
RIGHT-OF-WAY DESCRIPTIONS		
RIGHT-OF-WAY ACQUISITION		
P.S. & E. DOCUMENTS		

RECOMMENDED CONSTRUCTION DATE	August,1983	
	(Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Pit run, grid rolled		X

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	30, 950	
RIGHT OF WAY	0	
TRAFFIC CONTROL (incl. in contingencies)		
ILLUMINATION	0	
STRUCTURES	342, 160	
RAILROAD	0	
ROADWAY	15, 000	
OTHER		
ENGINEERING & CONTINGENCIES @ 40%	136, 860	
PROJECT TOTAL	524, 970	

Note: includes $10,000 free bridge design.

SUBMITTED BY Roger C Long

Form 81-734-3030 7.1.2 7. BRM0001 14

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Malheur River (Little Valley) Bridge #1444A
Highway Little Valley Rd. #698 05
County Malheur #23

Date March 29, 1982
Authorization No. 1
Survey Prefix 223-1996 (Assigned by Salem office)

Description of termini, route, length, etc.:

On Little Valley Rd. in Malheur County, at its crossing of the Malheur River.

Proposed:
Replace the existing structure.

Purpose of survey:
State to perform all work to prepare Plans, Specifications, & Estimate for a construction contract to replace the above structure.

BR05-2300(5)
5-19-82

$31550
10,000
$21,550
20
$4,310

		Estimate of Cost
Field Survey	(901)	8,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	—
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	500
Traffic	(911)	100
Landscape	(912)	
Liaison	(913)	250
Utility	(914)	250
Photogrammetry	(916)	
Location Studies	(918)	2,000
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	2,000
Environmental	(923)	250
Foundation Exploration	(926)	6,000
Free Bridge Design	(927)	10,000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

ON HIP r973 FY83 300,000 HBR-05

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
APR 13 1982
LOCATION SECTION

Total estimated cost of survey $31,550
Previous authorization . . . .
Additional authorization requested . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by:
Region Federal Aid Specialist Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E.
Location Engineer

Approved:
Assistant State Highway Engineer

SP*19760-731

Form 81-734-3039 9757

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Malheur River (Little Valley) Bridge

Highway Little Valley Rd. #698

County Malheur

Date March 29, 1982

Authorization No. 1

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

Purpose of survey:

Estimate of cost:

		Estimate of Cost
Field Survey	(901)	8,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	250
Utility	(914)	250
Photogrammetry	(916)	
Location Studies	(918)	2,000
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	2,000
Environmental	(923)	250
Foundation Exploration	(926)	6,000
Free Bridge Design	(927)	10,000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Region Federal Aid Specialist Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

9719

FEDERAL AID PROJECT REQUEST

Date March 18, 1982

Applicant Agency Malheur County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project x HBR

Federal Aid Route No. N/A Route Name Little Valley Rd. #698

Project Name Malheur River (Little Valley Rd.) Bridge Section

Project Length 0.1 mile ± Project Location (Attach sketch map)

Project Description Construct prestressed reinforced concrete slab span structure.

Average Daily Traffic 125 (estimated) Design Speed 50

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA ☐

MAR 29 1982

RECEIVED
REGION 5 OFFICE

Complete Applicable Sections:

I. **ROADWAY DATA**

1. **Existing Roadway:** (Attach sketch)

Width 22-24' Travel Lanes 2 Shoulders N/A

Medians None Parking None

Sidewalks None

Remarks Low volume surface (gravel) road.

2. **Desired Roadway Cross Section:** (Attach sketch)

Width 28' Travel Lanes 2 Shoulders N/A

Medians none Parking none

Curbed NO Length Curb Radii N/A

Sidewalk/Bikeway No, Construction cost not warranted, Remote location.

Remarks No plans to oil this section of road, design for 50 mph in case road is oiled in future.

II. **RIGHT-OF-WAY DATA**

1. **Existing Right-of-Way:**

General Width 60' Minimum 60 Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X** No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ** R/W will be needed if detour is necessary. Court anticipates donation R/W from property owners for construction easements.

III. **TRAFFIC CONTROL DATA**

1. **Existing Signalization and Location:**

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant if required.

4. **Permanent Striping:**

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:** Br. NO. 45C141

Location 6.2 miles east of Harper School

Type Steel Through Truss

Approach Roadway Width 23 taper to 16' Shoulder Width N/A

Length 256 Width 12$^{\underline{4}}$

To remain in place? NO

2. **Proposed Structure:**

Location Same as above

Approximate Size: Length 260' Width 28'

Are sidewalk/bikeways desired: No. Remote location and anticipated low or Nil usage does not warrant construction cost.

Are any utilities to be attached to structure? Yes, telephone cable

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? House just east of east end of bridge

Remarks Explore possibility of modifying existing main span bents for use. Also establish bent @ mid span of existg. structure. Request bolt on flex beam guard rail.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

   Name of Railroad______

   Existing Crossing Protection______

2. Will existing railroad crossing be altered?______

   Remarks______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Malheur County Court
   Office
2. Environmental " " "
   Office
3. Public Hearing " " "
   Office

Remarks Minimal action plan involvement anticipated.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes________ No X EMS
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 15,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	342,160
Railroad	
Other Engr & Contingencies @ 40%	136,860
Preliminary engineering	20,950
PROJECT TOTAL	$ 514,970

Remarks Free bridge design requested under ORS 369.210 (est. at $10,000 not shown in above request.
Early P.E. approval requested in order to replace structure during summer of 1983.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Malheur COUNTY

By________ By Judge E. M. Sewell

By________ By W. C. Hammack

By Louis J. Wettstein

Form 81-734-3106

Job No. ....

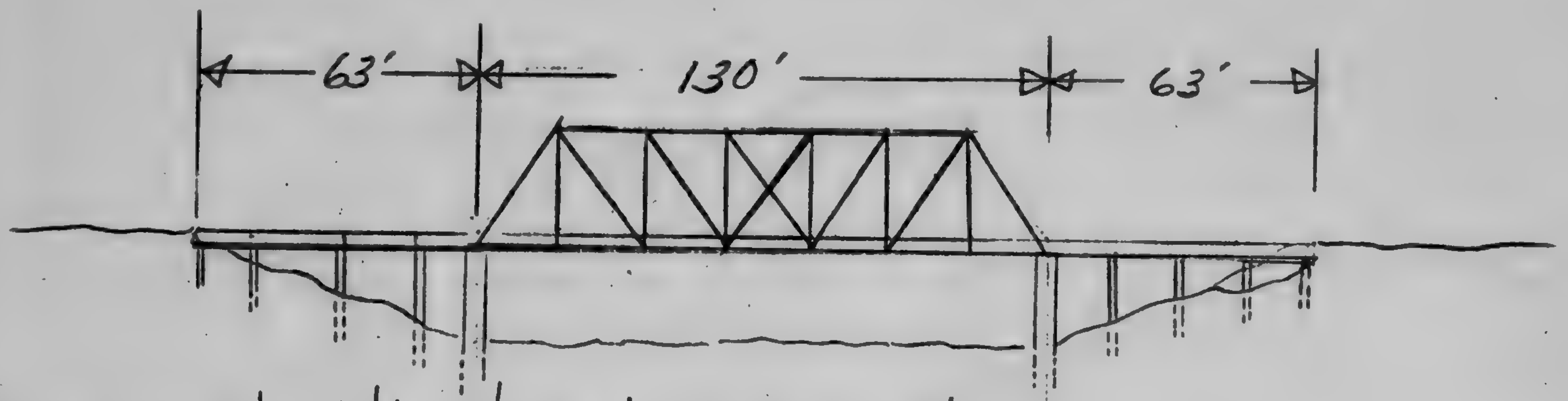
Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

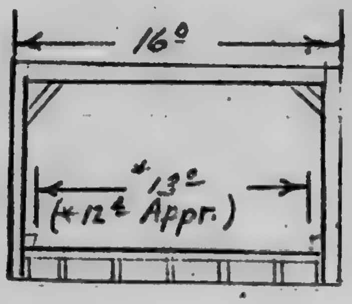
Calculations for Malheur River (Little Valley) Bridge Sec. #45C141

Made by ...., 19....... Checked by ...., 19....... Backchecked by ...., 19.......

Existing Typical Section



Main span steel thru truss
Timber pile appr. spans
Timber stringers & deck
(one lane traffic)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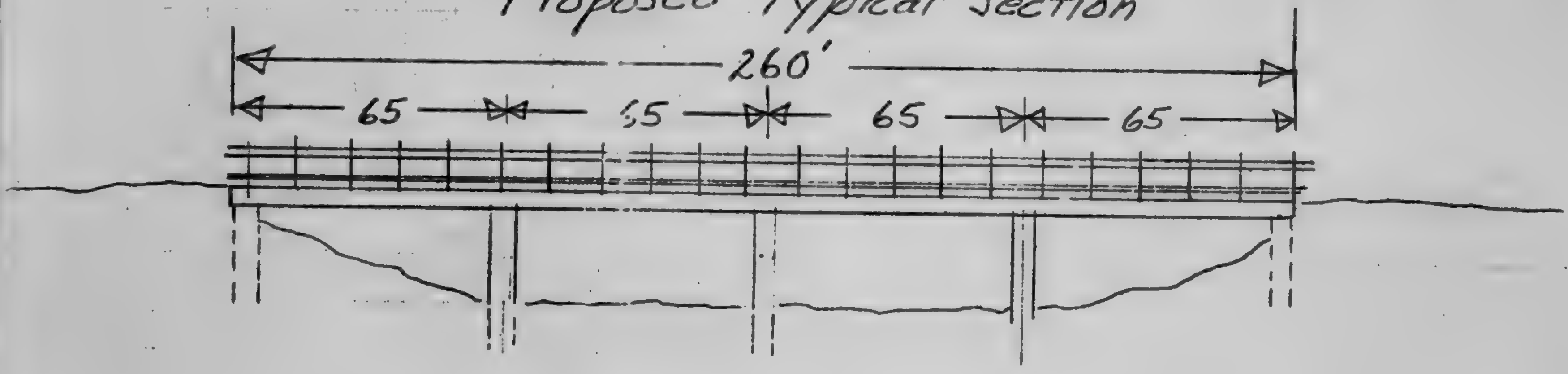
($\pm 12^{\pm}$ Appr.)

Proposed Typical Section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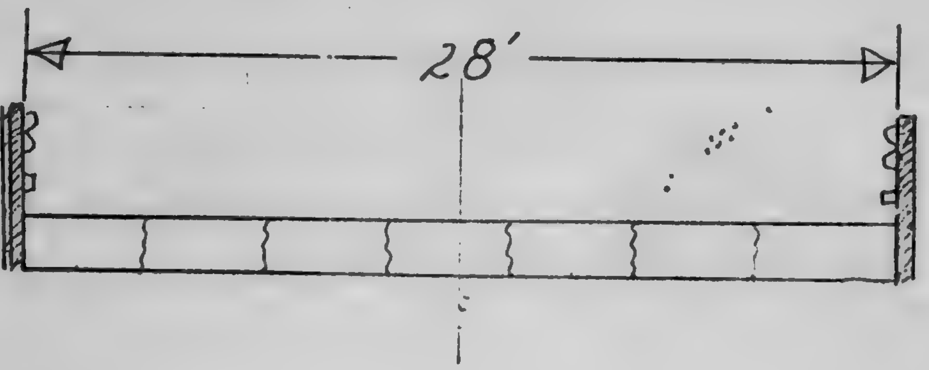


Prestressed reinf.
Concrete slab span.

1984 Pac. Hwy. W. @ SW 30th 9788
Ave. Sec., Pac. Hwy. W. in
Portland (gr., pav., & beacon)

rll

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 3/21/85	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. HES-9361(7)
COMPLETION DATE (Actual) 8/16/84	ACCEPTANCE DATE BY CONRTACT AGENCY 11/15/84	TIME ELAPSED 100 %	CONTRACT TIME 100 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HIGHWAY WEST @ 30TH AVENUE (PORTLAND)
PACIFIC WEST HIGHWAY
Grading, Surfacing & Beacon

The subject project provided for widening of the existing facility providing additional width for a bus lane. Also, a flashing beacon was added.

The final cost of $176,000 overran the authorization by five percent.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 27 '85
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy 3/27

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original Signed by [illegible] Field Operations [illegible]	
TITLE Area Engineer	DATE 3/25/85	TITLE Field Operations Engineer	DATE 3/24/85

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: MAR 12 '85

In Reply Refer to File No.: CON 5

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Project Acceptance
Federal Aid Project No. HES-9361(17)

Contract 9788, Work Completed August 16, 1984

Project Pacific Hwy. W. @ SW 30th Ave.

Highway Pacific Highway West

County Multnomah

Acceptance: Federal Hwy. Admin. October 11, 1984

Oregon Transportation Commission November 15, 1984

All participating work on this project has been completed.

The following documents, required for your acceptance of the project, are attached:

1-Copy Form 81-734-3498, Progress Est. & Cost Report
1-Copy Laboratory Materials Certification
1-Copy Statement of Overruns and Underruns

BMW:mk

cc: Frank Griffin
B. M. Walton
Construction Files

CPC/FL1A

Form 734-3122

February 21, 1985

United Pacific Insurance Co.
Bond Department
PO Box 5669
Portland, OR 97228

CON 5
#9788

Attention: Susan

Gentlemen or Ladies:

Attached, as you requested, is a copy of our acknowledgment of a claim dated December 18, 1984, from Valmont Industries, Inc. against R & R Excavating Co., Inc. on Contract No. 9788 for material on Pacific Highway West at SW 30th Avenue Section in Multnomah County.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

47

1

R & R EXCAVATING CO., INC.
12213 SILVERTON ROAD N.E. · SILVERTON, OREGON 97381
SILVERTON 873-2701 · PORTLAND 224-8864

January 3, 1985

Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Attn: Robert W. Gormsen

Re: Contract #9788: Pacific Hwy @ SW 30th Ave.
Claim by Valmont Industries, Inc.

Gentlemen:

Enclosed please find copies of all paper work regarding payment in full to the second tier supplier on the above referenced claim.

At this time, settlement of the matter is being handled by our subcontractor, Hertz Electric Inc., in accordance with the terms of their subcontract.

Sincerely,

T.H. Levy

Encl (5)
cc Hertz Electric Inc.
P.O. Box 577
Albany, OR 97321

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

NOTED ON CARD
1-15-85 kjm
no reply Rec.

RECEIVED
JAN 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HERTZ ELECTRIC, INC.
P. O. BOX 577, 926-1514
1721 FESCUE ST. S. E.
ALBANY, OREGON 97321

5455

96-395/1232

SEPT. 14 19 84

CITIZENS VALLEY BANK
ALBANY BRANCH
ALBANY OREGON 97321

PAY ◀ HERTZ ▶ ELECTRIC, INC. $2823 47¢ DOLLARS $ **2823.47**

TO THE ORDER OF

PORTLAND ELECTRIC & PLUMBING CO.
905 S.W. 16TH
PORTLAND, OREGON 97205

PROCESSED
SEP 20 84
CITIZENS VALLEY BANK

COPY

James Speer

⑈005455⑈ ⑆123203959⑆ 33 11733 4⑈ ⑉0000282347⑉

PAY TO THE ORDER OF
UNITED STATES NATIONAL BANK
OF OREGON 680
PORTLAND ELECTRIC & PLUMBING CO.

0602 6310

159
159
UNITED STATES
NAT'L BANK OF
OREGON
PORTLAND, OREGON
24-22 24-22

19 SEP 22 84

SE '84 19
UNITED STATES
NAT'L BANK OF OR.
PORTLAND, OREGON

12382784

RECEIVED
JAN 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HERTZ ELECTRIC INC.
1721 Fescue St. S.E.
P.O. Box 577
ALBANY, OREGON 97321
(503) 926-1514

PURCHASE ORDER

Show this Purchase Order Number on all correspondence, invoices, shipping papers and packages. 145-1

TO
PORTLAND ELECTRIC & PLUMBING CO.
2000 SANTIAM HIGHWAY
ALBANY, OREGON 97321

DATE OF ORDER: May 14, 1984
REQ. NO.:

SHIP TO
Hertz Electric, Inc.
1721 Fescue Street S.E.
Albany, Oregon 97321

WHEN SHIP	SHIP VIA	F.O.B. POINT	~~INVOICE NO.~~
ASAP	B/W	POS	O.S.H.D. CONTRACT # 9788

	ORDERED	RECEIVED	STOCK NUMBER/DESCRIPTION	PRICE		UNIT	NET
1	2	Rec 8/10 2	SIGNAL STRAIN POLES	2,400	00	LOT	2,400.
2	1	Rec 1 7-18-84	FOUCH FLASHER CABINET Pd. 8-2-84 CK# 5408 720.00	720	00	LOT	720.
3	1	Rec 7-18-84 1	FOUCH TERMINAL CABINET	INC.		INC.	INC.
4			NOTES: TOTAL:				3,120.
5			1. TELEPHONE CONFIRMATION DO NOT DUPLICATE				
6			2. 24 HOURS DELIVERY NOTICE REQUIRED. NOTIFY				
7			LYLE SPEER @ (503)926-1514				
8			3. ALL MATERIAL TO BE SUPPLIED PER PLANS				
9			AND SPECIFICATIONS.				
10			4. THIS PURCHASE ORDER CONTINGENT UPON				
11			AWARD OF CONTRACT.				
12			5. WRITTEN CONFIRMATION OF THIS PURCHSE				
13			ORDER IS REQUESTED.				
14			6. ALL POLES TO BE FURNISHED WITH ANCHOR				
15			BOLTS AND WASHERS.				
16			7. POLES TO BE SUPPLIED WITH POLE TAGS ATTACHED.				
17			8. ANCHOR BOLTS ARE TO BE RELEASED FOR				
18			IMMEDIATE SHIPMENT.				
19			9. CERTIFICATION IS REQUIRED.				
20			10. PROVIDE 7 COPIES OF RECORD DRAWINGS.				

CONFIRMATION ONLY

PAID
CHECK NO. 5408
AMOUNT 720.00
DATE 8-2-84

PAID
CHECK NO. 5455
AMOUNT 2400
DATE 9-14-84

RECEIVED
JAN 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1. Please send 2 copies of your invoice.
2. Order is to be entered in accordance with prices, delivery and specifications shown above.
3. Notify us immediately if you are unable to ship as specified.

Agnes Speer
Authorized by

S.H.P. FORM -4

D-110

WHOLESALERS PORTLAND ELECTRIC **PEP** AND PLUMBING CO. **DISTRIBUTORS**

5RS

AUG 7 1984

A 75022

INVOICE NO.
•A 72440

926-7755 2000 Santiam Hwy. Albany, Oregon 97321

Acct. No.

DATE 5/14/8

THIS IS YOUR INVOICE
NO OTHER WILL BE RENDE

SOLD TO
04034930
HERTZ ELECTRIC
P. O. BOX 577
ALBANY, OR 97321

SHIP TO

DIRECT

SHIP WHEN —	SHIP VIA Direct			
CUSTOMER ORDER NO. 145-1	NO. INVOICES REQUESTED	PRICED BY 405	OUR REQUISITION NO. 55537 COMP. BY	FILLED BY	CHECKED BY

INVOICE NUMBER •A 72440

✓	QUANTITY ORDERED	QUANTITY SHIPPED	B.O.	DESCRIPTION	PRICE	UNIT	EXTENSION	DISC.	NET
	2	2		SW56-WOOE28-GV-HH					
				Lot Total Net					2400 00

RECEIVED
AUG 10 1984
HERTZ ELECTRIC, INC.

PAID
CHECK NO. 5455
AMOUNT 2400.00
DATE 9-14-84

for shortage or deduc- be made within 10 days ice date. Before returning handise, please obtain our and refer to invoice date ber.

1½% PER MONTH FINANCE CHARGE WILL BE ADDED ON DELINQUENT BALANCES

All claims for damage and pilferage are to be filed directly with the carrier.

INVOICE

RECEIVED
JAN 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT COPY

PAGE 1

CO
S SW 16TH
PORTLAND, OR 97205

5488

96-395/1233

19 84

LARS $ **160.54**

G DATE
9/24/84

403493
CCOUNT NO.

HERTZ ELECTRIC
P.O. BOX 577
ALBANY, OREGON

97321

Pd.
10-8-84
Ck# 5488

484 04 TERMS PAYABLE BY 10TH

TE PAID ______ CHECK NO. 5488 AMOUNT 160.54

ANSACTION DATE	INVOICE NUMBER	COMMENTS	CHARGES	PAYMENTS AND CREDITS	BALANCE
72283	A56248	INV	20.000.00		
73084	A74856	INV	PAID		20.000.00
80784	A72440	INV	PAID		
80884	A75021	INV	PAID		
80884	A75022	INV	PAID		
82384	998408	SERCHG	300.00		
82884	A75626	INV 146-5	163.82 Pd.		20.300.00
92484	998409	SERCHG	300.00		20.463.82
					20.763.82

RECEIVED
OCT 3 1984
HERTZ ELECTRIC, INC.

CURRENT	30 DAYS	60 DAYS	90 DAYS	THIS IS YOUR NEW BALANCE
463.82	300.00		20000.00	20.763.82

RECEIVED
JAN 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ATEMENT CO

PAGE 2

PCO
905 SW 16TH
PORTLAND, OR 97205

RECEIVED
AUG 30 1984

OSING DATE 8/23/84
403493
COUNT NO.

HERTZ ELECTRIC
P.O. BOX1847
ALBANY, OREGON 97321

HERTZ ELECTRIC, INC.

84 04 TERMS PAYABLE BY 10TH

PAID ____ CHECK NO. ____ AMOUNT ____

SACTION DATE	INVOICE NUMBER	COMMENTS	CHARGES	PAYMENTS AND CREDITS	BALANCE
2584	998407	SERCHG	PAID		
3084	A74856	INV	184.88	T256-10	20,184.88
0784	A72440	INV	2,400.00	145-1	22,584.88
0884	A75021	INV	197.63	T257-1	22,782.51
0884	A75022	INV	49.60	145-4	22,832.11
2384	998408	SERCHG	300.00		23,132.11
			2832.11 - 8.64 2823.47		

RRENT	30 DAYS	60 DAYS	90 DAYS	THIS IS YOUR NEW BALANCE
32.11			20000.00	23,132.11

• A 75022

ORS

STRIBUTORS

UG 8 1981

on 97321

INVOICE NO.
•A 75021

DATE 8/6/8

THIS IS YOUR INVOICE
NO OTHER WILL BE RENDERE

SHIP TO Hz

NO. LC

FILLED BY Bryan

CHECKED BY

INVOICE NUMBER •A 75021

2	2		B1	Slater

PRICE	UNIT	EXTENSION	DISC.	NET
658 35	C		10	5 92
1 30	EA		N	3 90
115 00	lot		N	115 00
664 18	M		20	47 82
473 55	M		20	17 05
3 13	EA		N	6 26
84 20	C		N	1 68
				197 63

PAID
CHECK NO. 5455
AMOUNT 197.63
DATE 9-14-84

RECEIVED
AUG 10 1984
HERTZ ELECTRIC, INC.

e or deduc-
ithin 10 days
fore returning
ase obtain our
or to invoice date

1½% PER MONTH FINANCE CHARGE WILL BE ADDED ON DELINQUENT BALANCES

INVOICE

RECEIVED
JAN 7 198
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

All claims for damage and pilferage are to be filed directly with the carrier.

CL 84-278

FILED
DEC 31 1984
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 24, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9788

Tonkon, Torp, Galen, Marmaduke & Booth
Attorneys at Law
1001 SW Fifth Avenue
Portland, OR 97204

Attention: Jeffrey H. Keeney

Gentlemen or Ladies:

This will acknowledge your letter of December 18, 1984, with attached Notice of Claim on behalf of Valmont Industries, Inc., concerning the following Highway Division contract:

FILED BY:	Valmont Industries, Inc.
AMOUNT:	$2,290.00
FOR:	Material
AGAINST (Prime contractor)	R & R Excavating Co., Inc.
CONTRACT NO.:	9788
PROJECT:	Pacific Highway West at SW 30th Avenue Section, Multnomah County
SURETY:	United Pacific Insurance Co.
AGENT:	Ralph W. Fullerton Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid. As requested we are also attaching the verification card.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

1-25-85 JS

RECEIVED
JAN 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Attachment

cc: R & R Excavating Co., Inc.
12213 Silverton Road, NE
Silverton, OR 97381

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

TONKON, TORP, GALEN, MARMADUKE & BOOTH
LAW OFFICES
1800 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204-1162
(503) 221-1440

TERRY W. BAKER*
BRUCE G. BERNING
OWEN D. BLANK
BRIAN G. BOOTH*
STUART M. BROWN
MARK L. CUSHING
JOYLE C. DAHL*
P. STEVEN DOPP
THOMAS W. FENNER
JOHN E. FROHNMAYER*
MORRIS J. GALEN*
RONALD L. GREENMAN*
JEFFREY E. HARMES
CAROL DEY HIBBS
MICHAEL R. HOWARD
JOEL S. KAPLAN

*A PROFESSIONAL CORPORATION

JEFFREY H. KEENEY
BARBEE B. LYON*
DON H. MARMADUKE*
WILLIAM F. MARTSON, JR.*
MICHAEL M. MORGAN*
JANET C. NEUMAN
JON W. NICKEL*
INGOLF NOTO
GARY D. PUTNAM
JOHN H. ROSENFELD
SCOTT G. SEIDMAN
KENNETH D. STEPHENS
MOE M. TONKON
FREDERICK H. TORP
JOSEPH S. VOBORIL*
MARJORY A. WALL

December 18, 1984

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

Re: Notice of Claim on Contractor's Bond

Dear Sir or Madam:

Enclosed are three Notices of Claim on Contractor's Bond submitted on behalf of Valmont Industries, Inc. The Notices are filed in connection with electrical products supplied by Valmont to R&R Excavating Co., Inc., Eugene Sand & Gravel, Inc. and Rogue River Paving Co., general contractors on three state highway projects.

Please file the Notices in the proper records, and return the verification cards completed with the appropriate filing information to the undersigned.

Thank you for your cooperation. Please call if you have any questions.

Very truly yours,

Jeffrey Keeney

Jeffrey H. Keeney

9800
9839
9788

JHK:jc
Enclosures

cc w/enc: Mr. Mark F. Enenbach

CERTIFIED
P 713 935 228
MAIL

RECEIVED
DEC 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM ON CONTRACTOR'S BOND

TO: Department of Transportation
RE: Contract No. 9788

Notice hereby is given that the undersigned, Valmont Industries, Inc., has a claim for certain materials, including traffic signal structures consisting of mast arm poles, traffic arm shafts and luminaire arm shafts, in the sum of Two Thousand Two Hundred Ninety Dollars ($2,290) against the bond taken from R&R Excavating Co., Inc. and United Pacific Insurance Co. for work performed on Pacific Highway West at S.W. 30th Avenue.

DATED this 18th day of December, 1984.

VALMONT INDUSTRIES, INC.

By Jeffrey H. Keeney
Jeffrey H. Keeney
Attorney for Claimant
Valmont Industries, Inc.

RECEIVED
DEC [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 30, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9788

Gentlemen or Ladies:

On November 26, 1984, we wrote to you concerning release of final payment on Contract No. 9788 awarded to R & R Excavating Co., Inc. for work on the Pacific Highway West at SW 30th Avenue in Multnomah County.

Final payment on this contract is $3,078.25. The total contract amount is $150,897.46 including $3,567.31 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: R & R Excavating Co., Inc.
12213 Silverton Road, NE
Silverton, OR 97381

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

7711

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-193 PROJECT REPORT NUMBER MODIFICATION NUMBER 3	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 11-13-84	Form Approved; O M B No. 04-R2089 State Oregon County Multnomah Project Number HES-9361(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 8, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 183,313.00	$ 194,697.00
Federal funds	$ 164,982.00	$ 175,227.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne

For Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

[illegible] FILE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 8, 1984

FEDERAL AID PROJECT NO. HES-9361(7)

Pacific Hwy. W. @ S.W. 30th Ave. (Portland)
Pacific Highway West
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 15,300.00

Type Code Y008
Channelization (Sta. 13+05 to Sta. 22+85)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 8.00	282	$ 2,256.00	295.3	$ 2,362.40
Treated Base	13.50	2,300	31,050.00	2,353.97	31,778.60
Class C Asphalt Concrete	27.50	1,400	38,500.00	1,653.03	45,458.33
12-inch Storm Sewer Pipe	8.00	1,092	8,736.00	1,188.00	9,504.00
Concrete Inlets, Type CG-1	430.00	11	4,730.00	12	5,160.00
Concrete Walks	15.50	70	1,085.00	80.5	1,247.75
Hook-up Rain Drains (P.A. #1)	50.00	--	--	11	550.00
Furnish and Install Photo Cell (P.A. #2)	78.10	--	--	100%	78.10
Foundation Fill Material (P.A. #3)	14.00	--	--	55.5	777.00
SUBTOTALS			$86,357.00		$96,916.18

Increase	$ 10,559.18
Subtotal from Estimate of May 8, 1984	138,609.00
Subtotal	$149,168.18
Engineering	22,374.82
Total	$171,543.00

Type Code Y031
Signal (1 location) (Sta. 17+99)

Total as on Estimate of May 8, 1984	$ 7,854.00

Length of Project ------------------ 0.00 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,300.00	$ 13,770.00	$ 1,530.00
Channelization	171,543.00	154,388.00	17,155.00
Signal	7,854.00	7,069.00	785.00
	$ 194,697.00	$ 175,227.00	$ 19,470.00

Group 1 - 100%
Contract No. 9788
Prefix: 26-1948
Prefix: 26-1044

WH:me

1711

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-277	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 2	1 1	Project Number HES-9361(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 8, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 183,313	$ 183,313
Federal funds	$ 183,313	$ 164,982
Other revisions		Appn Code 141

(Note: Additional Federal Funds collected - $16,548.74)

This modification is made for the following reasons:

"The project agreement executed 12-8-82, and modified on 5-15-84 is modified to decrease Federal-aid participation to 90 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

PACIFIC HWY W @ SW 30TH AVE
MULTNOMAH CO.
26-1044

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

9788

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-87 + 89	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 1	5-15-84	Project Number HES-9361(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 17, 19 82,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,300	$ 183,313
Federal funds	$ ~~13,770~~	$ ~~164,982~~

Other revisions "The Federal-Aid participation is increased to 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145. The additional Federal funds requested total $16,801 00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of ~~92.22~~ 90% percent."

This modification is made for the following reasons: to include contract amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of May, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 8, 1984

FEDERAL AID PROJECT NO. HES-9361(7)

PACIFIC HWY. W. AT S.W. 30TH AVE. (PORTLAND)
PACIFIC HIGHWAY WEST
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering		All Required		$ 15,300.00

TYPE CODE Y008
CHANNELIZATION (Sta. 13+05 to Sta. 22+85)

Mobilization		All Required		$ 14,800.00
Temporary Protection and Direction of Traffic		All Required		5,000.00
Temporary Signs	282	Sq. Ft.	8.00	2,256.00
Temporary Barricades	20	Each	97.00	1,940.00
Temporary Reflective Pavement Markers	210	Each	4.20	882.00
Flaggers	350	Hour	9.00	3,150.00
Removal of Structures and Obstructions		All Required		1,000.00
General Excavation	1,650	Cu. Yd.	7.50	12,375.00
Trench Excavation	305	Cu. Yd.	9.00	2,745.00
Treated Base	2,300	Ton	13.50	31,050.00
Class "C" Asphalt Concrete	1,400	Ton	27.50	38,500.00
12-inch Storm Sewer Pipe	1,092	Lin. Ft.	8.00	8,736.00
Concrete Inlets, Type CG-1	11	Each	430.00	4,730.00
Concrete Walks	70	Sq. Yd.	15.50	1,085.00
Concrete Driveways	135	Sq. Yd.	18.00	2,430.00
Concrete Curbs	340	Lin. Ft.	4.00	1,360.00
Extra for Asphalt Approaches	3	Each	170.00	510.00
Adjusting Inlets	5	Each	120.00	600.00
Capping Inlets	1	Each	210.00	210.00
				$133,359.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,200.00
Temporary Pavement Striping	All Required	1,550.00
Remove Pavement Striping	All Required	1,000.00
Temporary Erosion Control	All Required	500.00
		$ 5,250.00
	SUBTOTAL	$138,609.00
	Engineering	19,050.00
	TOTAL	$157,659.00

TYPE CODE Y031
SIGNAL (1 LOCATION)(Sta. 17+99)

Flashing Beacon Installations, Complete	All Required	$ 6,920.00
	SUBTOTAL	$ 6,920.00
	Engineering	934.00
	TOTAL	$ 7,854.00

Length of Project -------------- 0.00 mi.

RETAINED IN RESERVE

Permanent Signing	All Required	$ 2,500.00

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	$ 15,300	$ 13,770	$ 1,530
Channelization	157,659	141,893	15,766
Signal	7,854	7,069	785
SUBTOTAL	$180,813	$162,732	$18,081
Reserve	2,500	2,250	250
TOTAL	$183,313	$164,982	$18,331

Group 1 100%
Contract No. 9788
Prefix: 26-1948
Prefix: 26-1044

WH:bkb

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-116	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12-8-82	State Oregon County Multnomah Project No. HES-9361(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rt. 99W at S.W. 30th Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11/17/82	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 15,300.00	FEDERAL FUNDS $ 13,770.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Program Management Engineer
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon December 6, 1982

Federal-Aid Project
No. HES-9361(7)

Pacific Hwy. West @ S.W. 30th Ave. (Portland) Section
Pacific West Hwy. in Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$15,300.00
	TOTAL	$15,300.00

Length of Project --------- 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,300.00	$ 13,770.00	$ 1,530.00
Retain in Program			
Contract Work	134,700.00	121,230.00	13,470.00
TOTAL	$150,000.00	$135,000.00	$15,000.00

Group 1 100%
Prefix: 26-1948

9791

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 19, 1984

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9788, On Site Work Substantially Completed August 16, 1984

All Work Completed October 3, 1984

Project Pac. Hwy. W. @ SW 30th Ave. (Portland)

Highway Pacific Highway West

County Multnomah

Type of Work Grading, Paving and Beacon

Contractor R & R Excavating Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

November 26, 1984 - Letter written to surety.

mailed RGormsen

RECEIVED
NOV 2[illegible] 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 8, 1984

In Reply Refer to
File No.:

TO: Oregon Transportation Commission

AGENDA
NOV 20 1984

1A-12 (C)

CON 5

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Nyberg Rd. Intch. (Southbound Off-Ramp) Section
Pacific Highway, Washington County
Contract No. 9791

OK

This federal aid project is approximately 80 percent finished with completion anticipated in December, 1984. It now appears that the final cost will exceed the project authorization by $26,200 or 20 percent.

In construction of the project, two junction boxes in the existing roadway illumination network were found to be in conflict. One was located within the roadway widening area and the other would have been covered by some six feet of embankment. Adjustment of these facilities to comply with code added more than $6,700 to the cost of the project.

Constructed as designed, the intersection is not functioning as intended. Trucks are hitting and running over the curb in executing the right-turn movement. Adjustment of the island and paving to provide an improved turning radius is expected to add approximately $7,000 to the cost of the project.

Provision of added drainage facilities to cope with a spring encountered in the roadbed area will add approximately $2,800 to the cost, and increased construction engineering will be required in order to properly inspect, monitor and document the added items of work.

There are sufficient funds available in the category of work and all the increase, except $3,820, is eligible for federal participation.

I recommend that the authorization be increased by $26,200.00 to a new total of $158,538.73. This matter will be on the consent calendar for the November 20 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

9788

*** FINAL REPORT *** 1

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy. W. at S.W. 30th Ave. (Portland)

WEEK ENDING: October 5, 1984

SECTION PREFIX: 26-1044

HIGHWAY: Pacific West

COUNTY: Multnomah

NAME OF JOB: Pacific Hwy. W. @ S.W. 30th Ave.

KIND OF WORK: Grading, Surfacing & Beacon

CONTRACTOR: R & R Excavating Co., Inc.

CONTRACT NUMBER: 9788

FEDERAL AID PROJECT NUMBER: HES-9361(7)

DATE OF CONTRACT: April 27, 1984

DATE WORK STARTED: May 25, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 100

CALENDAR DAYS USED: 100

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 168,012.92

EXCLUSIVE OF ENGINEERING: $ 154,690.31

ENGINEERING AUTHORIZATION: $ 13,322.61

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 153,019.21

ENGINEERING COST TO DATE: $ 22,144.83

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 1.1 %

PERCENT OF AUTHORIZATION: 166 %

DATE PROJECT WAS COMPLETED: August 16, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Beacon	
N/A	100	100	100	100	N/A	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.19	.19			.19
MILES PARTIALLY COMPLETED	.19	.19			.19
MILES COMPLETED	.19	.19			.19
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,650 CY	2,300 Ton			1,400 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,596 CY	2,354 Ton			1,653 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,596 CY	2,354 Ton			1,653 Ton
AVERAGE DAILY QUANTITIES (This Week)	0 CY	0 Ton			0 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 CY	0 Ton			0 Ton
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

Sept.-Oct.		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	30	Fair	100		
MONDAY	1	Fair	100		
TUESDAY	2	Fair	100		
WEDNESDAY	3	Fair	100		
THURSDAY	4	Cloudy	100		
FRIDAY	5	Cloudy	100		
SATURDAY	29	Fair	100		

[✓ CE] E CAE ...... RECEIVED LS ..... TC .....
[✓ COE] ..... [✓ CM] ..... CC .....
CA .... OCT 09 1984 FE ....
CAM .... MA ....
CP .... CONSTRUCTION [✓ OCS] ✓ ....
LEO .... SECTION FILE ....

CONTRACT NO.: 9788 ATE: October 5, 1984

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

30 SUNDAY	No activity September 29, 1984 through October 5, 1984.
1 MONDAY	
2 TUESDAY	
3 WEDNESDAY	
4 THURSDAY	
5 FRIDAY	
29 SATURDAY	

REMARKS

STATUS TO DATE: The project was completed and the second Notification was effective August 16, 1984. The Semi-Estimate was submitted on Friday of this week.

The Third Notification was effective October 3, 1984 and this will be the FINAL WEEKLY REPORT for this project.

SIGNED LOCATION Beaverton

Howard R. Harris, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

July 20, 1984

City of Portland
1220 SW 5th Avenue
Portland, OR 97204

AGR 4

Attention: Jewel Lansing
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 1918

Gentlemen or Ladies:

Attached for your files are two fully executed copies of an agreement for installation of a flashing beacon on the Pacific Highway West at SW 30th Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: October 27, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project
Pacific Highway West M.P. 5.42

A project has been requested to construct left-turn refuges and install traffic signals on the Pacific Highway West at S.W. 30th Avenue in the City of Portland.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Pacific Hwy. West @ S.W. 30th Avenue (Portland) Multnomah County	$150,000	$135,000	$15,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

George
L. E. George
Traffic Engineer

RHB/dcb

Attachment

10-29
orig. to Gorman
cy George
files

APPROVED:

State Highway Engineer

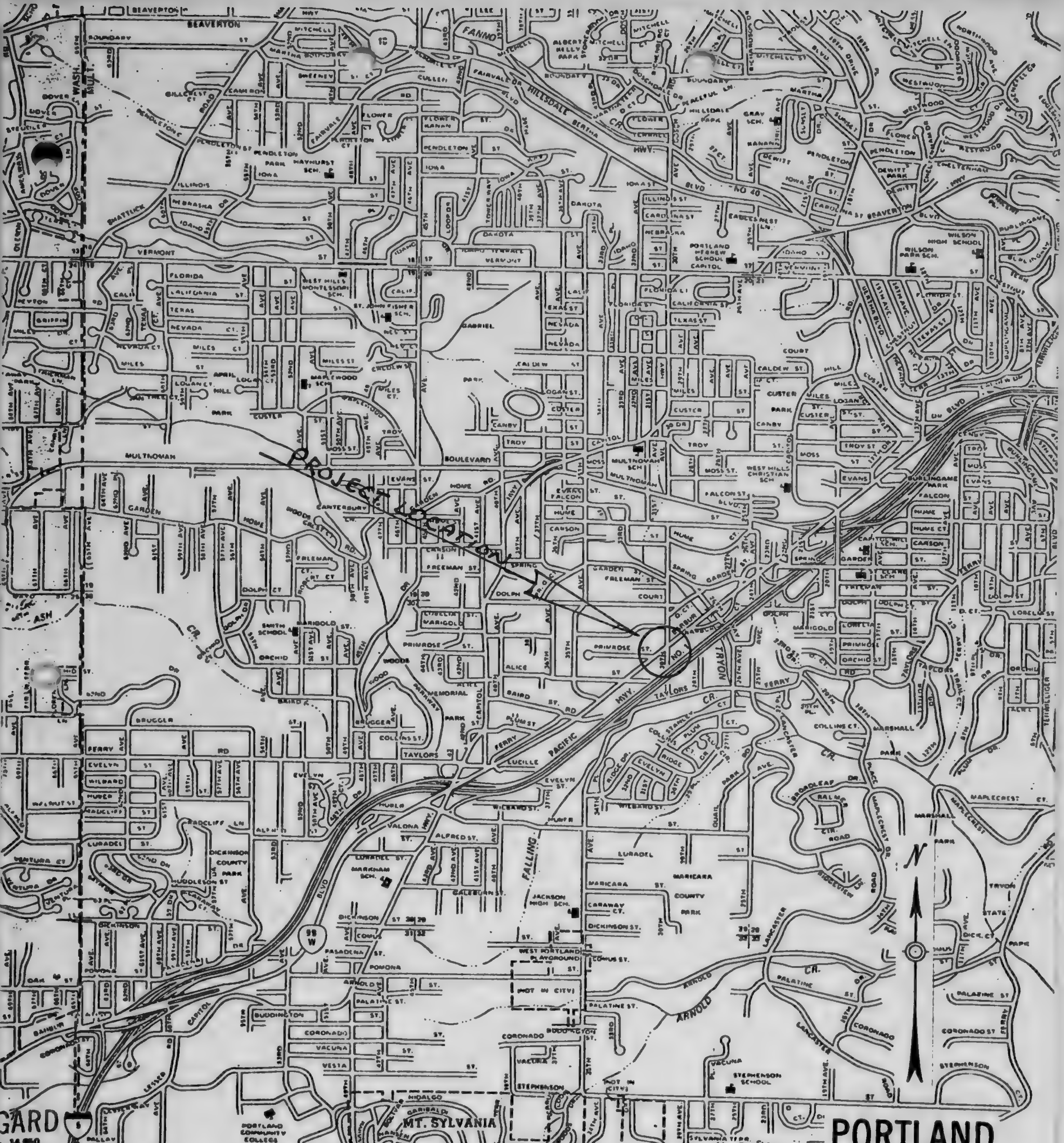
DATE: 10-29-82

RECEIVED
STATE HWY ENGR
OCT 28 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

01-125-1307

Contains Recycled Materials


PROJECT LOCATION
PORTLAND
N
MT. SYLVANIA
GARD
14,650
BEAVERTON
HILLSDALE
MULTNOMAH
BOULEVARD
GARDEN HOME
CAPITOL HWY.
PACIFIC HWY.
BARBUR BLVD
99 W
5
PORTLAND HEBREW SCHOOL
WILSON HIGH SCHOOL
JACKSON HIGH SCH.
MARKHAM SCH.
STEPHENSON SCHOOL
PORTLAND COMMUNITY COLLEGE
MARICARA COUNTY PARK
DICKINSON COUNTY PARK
GABRIEL PARK
SOUTHWOOD PARK
BURLINGAME PARK
NOT IN CITY

9288

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-9361(7)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Multnomah

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

3-21-84

4. PROGRAM NO.:

5. ITEM NO.: 30020

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/21/84

8. FEDERAL ROUTE NUMBER: FAU 9361

9. STATE ROUTE NUMBER: Primary 1W

10. GENERAL LOCATION:
Pacific Highway West at SW 30th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK:
Grading, paving and flashing beacon

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 3/15/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost effective.

Mr. Potter's 3/19/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $173,100. Regular Federal-aid matching ratio, appropriation code 141 in amount of $155,790 and increased Federal share (P.L. 97-424 Section 145) appropriation code 14M in amount of $17,310.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 30 '84
Orig to Hall.
REFER TO
3/30 Potter
FOR
Info | Instr | R/D | D/R | Sign | Act | File

14. DATE: 3/21/84

15. SIGNATURE OF APPROVING OFFICIAL: Robert B Hathaway

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Plan # 10161

10

PROJE. . PROSPECTUS
PART 4 — SURVEY AUTHORITY

Multnomah Co

SEE INSTRUCTIONS ON REVERSE

KEY ID# 00896

SECTION Pacific Highway West @ S.W. 30th

REGION Metro Region

HWY #1W

SURVEY AUTHORITY

AUTHORIZATION NO. 1-Revised

PREFIX 26-1948

DATE 1/1/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 5,000	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 400	$ 400
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION	100	100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	500	500
905 FINAL DESIGN	3,000	3,000	920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS	2,000	2,000	938 REGION ENVIRONMENT	100	100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING		
910 REGION GEOLOGIST	500	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	1,500	1,500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING	1,000	1,000
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	500	500	932 RAILROAD & UTILITIES	200	200			

TOTALS	$ 15,300	$ 15,300
PREVIOUS AUTHORIZATION		$ 15,300
ADD. AUTH. REQUIRED		$ - 0 -

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

~~Assemble data required to design and construct fully actuated three-phase signal and~~ This authority revises the project (As requested in L. E. George's letter dated September 19, 1983) to a flashing beacon and left turn channelization project.

1 Versteeg ✓
Anderson
(Cy. with Lyle) Adams
(Cy.) Liecnab
2 Stoudenmeyer
Turpin
3 Trout
(Cy.) Wakerlig

RECEIVED
NOV 22 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PREPARED BY	DATE 11-3-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 11/16/83
RECOMMENDED, REGION ENGINEER X	DATE 11-3-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X for	DATE 11-14-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-17-82	

734-1914 (7-82)

[illegible]

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

11-19-82

DATE

PREFIX

1. IDENTIFICATION

PROJECT NAME: Pacific Hwy. W. @ SW 30 th Ave. (Portland)

HIGHWAY NAME: Pacific West

HIGHWAY NUMBER: 1W (99W)

REGION 1	ADMINISTRATIVE DISTRICT	COUNTY Multnomah	CITY Portland

LENGTH

MILEPOST NUMBER 5.42 TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II, Sec. 209

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Rebuild shoulder areas and adjust drainage to provide sufficient roadway width for a left-turn refuge and install traffic signal.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980/14,700

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 45 posted

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

APPROVED

Location Engineer

Date 11/19/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXIST NUMBER AND WIDTH	P OSED NUMBER AND WIDTH
TRAVEL LANES	Four 10-foot	Same
SHOULDERS	18' - 20'	2- 11'
MEDIANS	4'	Same
PARKING LANES	2	0
SIDEWALKS	Two 8-foot	Same
BIKEWAYS	0	0
INTERCHANGES	0	0
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☒	☐	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River ____________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ____________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☒	☐	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
12" 1"-0	x	
4" Bit. Base	x	
2" C-Mix, O'lay	x	x

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$13,500	15,300
RIGHT OF WAY		
TRAFFIC CONTROL	5,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	38,950	
OTHER 3-phase signal	57,000	
ENGINEERING & CONTINGENCIES 35%	35,350	
PROJECT TOTAL	149,800	151,600

SUBMITTED BY Edward [illegible]

3 - FEATURES (cont.)		NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Power, Phone, Gas, Water, TV Cable (?)

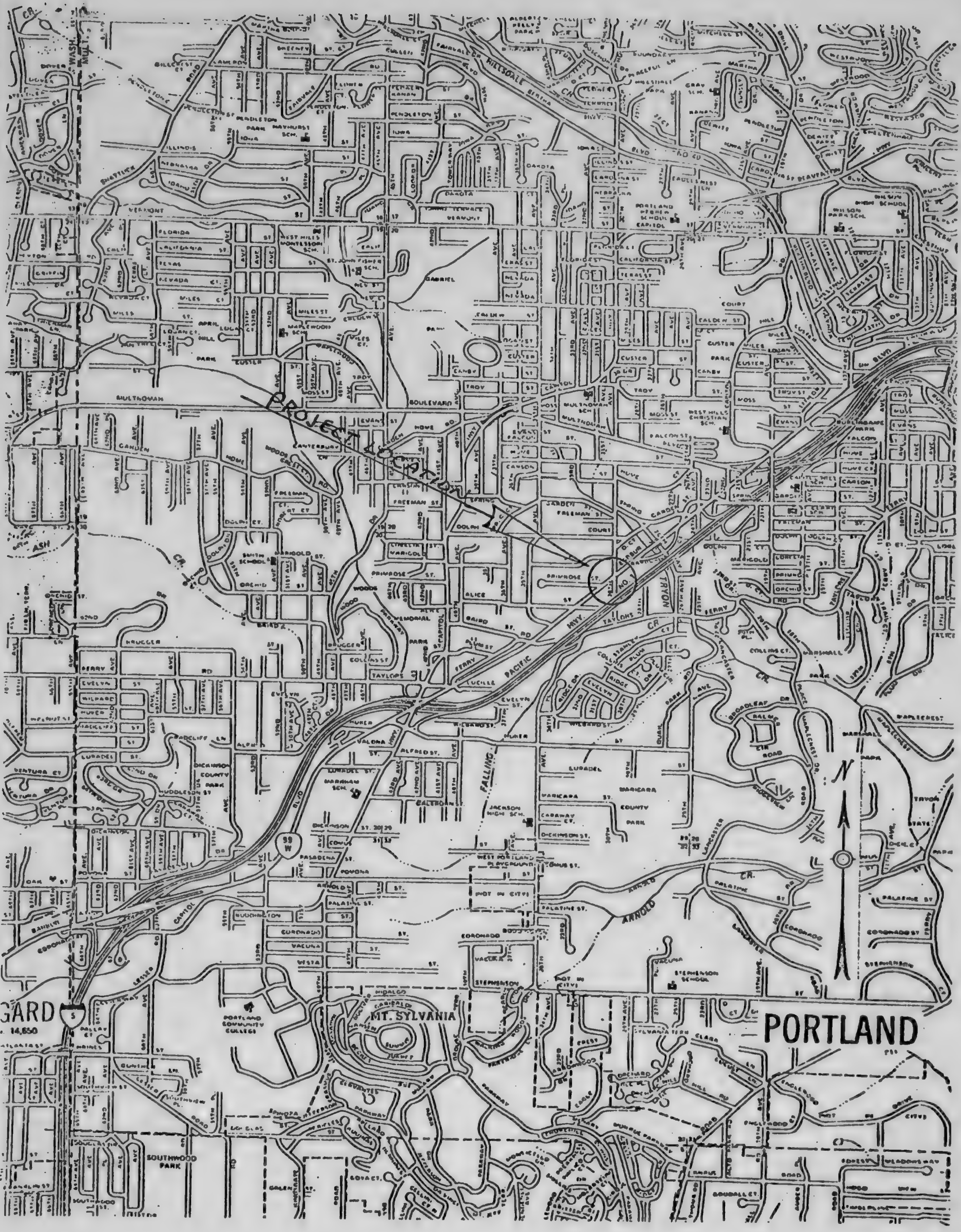
4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)


PROJECT LOCATION
PORTLAND
MT. SYLVANIA
PORTLAND COMMUNITY COLLEGE
JACKSON HIGH SCH.
STEPHENSON SCHOOL
DICKINSON COUNTY PARK
MARKHAM SCH.
SOUTHWOOD PARK
GARD
14,650
5
99 W
PACIFIC HWY
TRYON CR.
FALLING CR.
ARNOLD CR.
MULTNOMAH
BOULEVARD
HILLSDALE
WILSON HIGH SCHOOL
N

9788

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR TION

11-17-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9361(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30020

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/17/82

8. FEDERAL ROUTE NUMBER FAU 9361

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:

Pacific Highway West at SW 30th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work at a TEC $15,300 - F.F. $13,770

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 11/10/82.

RECEIVED
STATE HWY ENGR
NOV 26 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/24

14. DATE 11/17/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 10, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 30020
Project No. HES-9361(7)
Pacific Hwy. West @ S.W. 30th Ave. (Portland) Sec.
Multnomah County

Attached data consists of PR-1 forms with project maps, investigative report, Safety Priority Index, collision diagram, traffic signal warrant comparison, other traffic data, pictures and sketch map.

I request authorization to proceed with all phases of preliminary engineering, including utility preparatory work, at an estimated total cost of $15,300 with an obligation of $13,770 in Federal funds.

DRH:bks
Attachments
cc: L.E. George
E.L. Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
General Files

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: October 27, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project
Pacific Highway West M.P. 5.42

A project has been requested to construct left-turn refuges and install traffic signals on the Pacific Highway West at S.W. 30th Avenue in the City of Portland.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Pacific Hwy. West @ S.W. 30th Avenue (Portland) Multnomah County	$150,000	$135,000	$15,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

George

L. E. George
Traffic Engineer

RHB/dcb

Attachment

10-29
orig. to Grossman
cy George
files

APPROVED:

State Highway Engineer

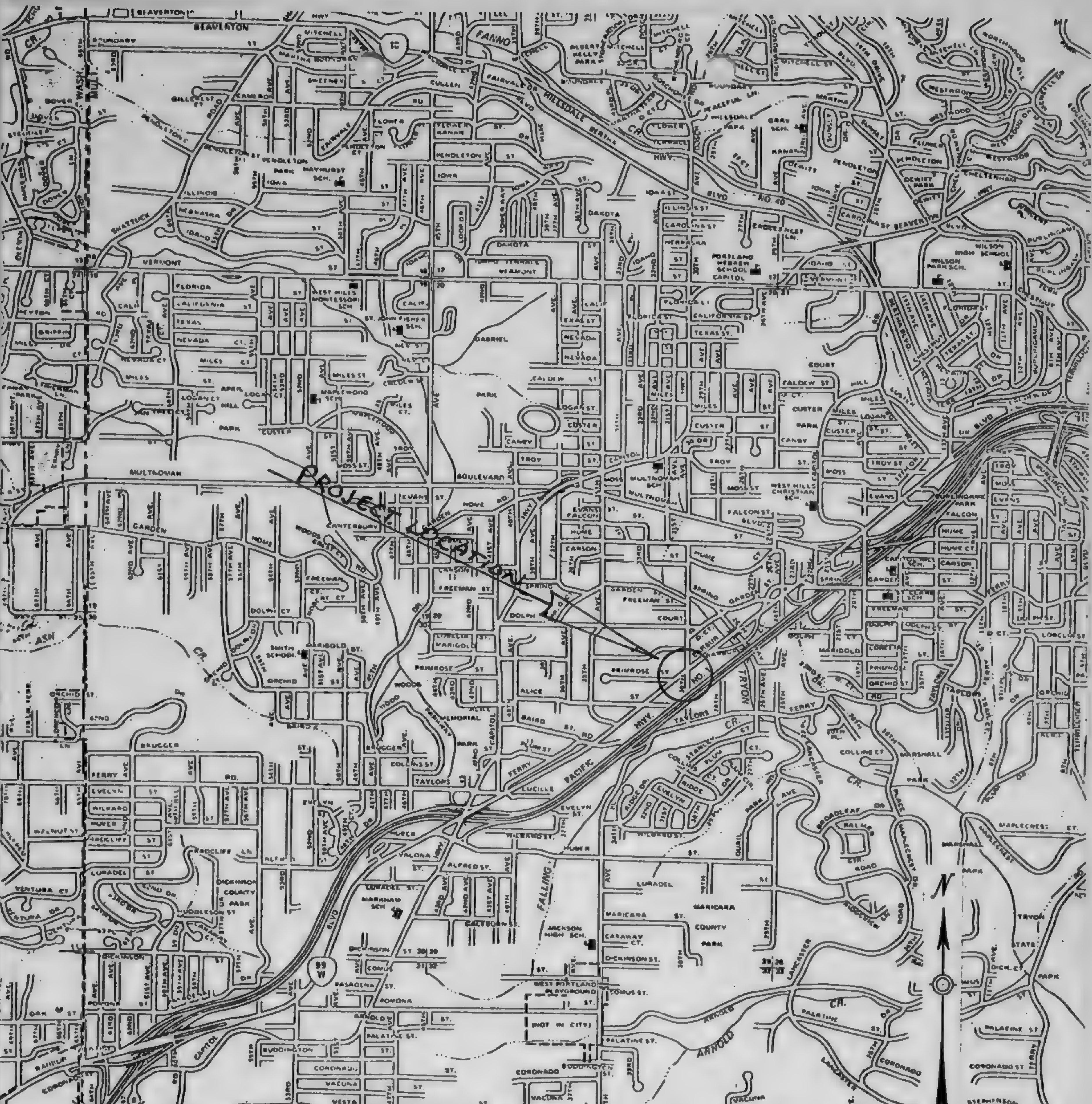
DATE: 10-29-82

RECEIVED
NOV 1 1982
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

RECEIVED
STATE HWY ENGR
OCT 28 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File


PROJECT LOCATION
PORTLAND
N
MT. SYLVANIA
GARD
14,950
BEAVERTON HILLSDALE HWY.
NO. 40
PACIFIC HWY.
BARBUR BLVD
99 W
5
FALLING CR.
TRYON CR.
ARNOLD CR.
ASH CR.
FANNO CR.
MULTNOMAH
CAPITOL HWY.
WASH.
MULT.
PORTLAND COMMUNITY COLLEGE
MAYHURST SCH.
WEST HILLS MONTESSORI SCH.
ST. JOHN FISHER SCH.
MAPLEWOOD SCH.
SMITH SCHOOL
MULTNOMAH SCH.
WEST HILLS CHRISTIAN SCH.
PORTLAND HEBREW SCHOOL
GRAY SCH.
RIGLER PARK SCH.
WILSON HIGH SCHOOL
CAPITOL HILL SCH.
MARKHAM SCH.
JACKSON HIGH SCH.
STEPHENSON SCHOOL
WEST PORTLAND PLAYGROUND
(NOT IN CITY)
DICKINSON COUNTY PARK
MARICARA COUNTY PARK
MARSHALL PARK
GABRIEL PARK
CUSTER PARK
BURLINGAME PARK
SOUTHWOOD PARK
ALBERT KELLY PARK
DEWITT PARK

9718 : [illegible] 1W N

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Pacific Hwy West @ S.W. 30th Ave ~~S.W. 30th Ave. & Barbur Blvd.~~

Date: Aug. 26, 1982

Highway: Pacific West (Barbur Blvd.) 1W

Authorization No.

County: Multnomah #2L

Survey Prefix: 26-1948 (Assigned by Salem office)

Description of termini, route, length, etc.:

Intersection of SW 30th Ave. and Barbur Blvd. (Ore. 1W)

1 ✓

2

3

4

copy Watson

RECEIVED
28 1982
ROAD DESIGN SECTION

Purpose of survey:

To assemble data needed to design and construct fully actuated 3-phase signal and left-turn refuges.

HES-9361(7)
11-17-82

ESTIMATE OF COST		
Field Survey	(901)	$ 3,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	3,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	500
Traffic	(911)	3,500
Landscape	(912)	
Liaison R/W	(913)	
Utilities	(914)	500
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	2,000
Administrative Sv	(922)	100
Environmental	(923)	200
Air Quality	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	1,000
Equal Opportunity	(985)	
Advisory Committees	(986)	
	(932)	200
	(933)	500
	(936)	500
	(938)	100

Approved by Hwy Eng'r 10-29-82 150,000 HES

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . 15,300 $ ~~13,500~~

Previous authorization . mod. hod. 11-16-82 P. Lonsdale . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by: Field Engineer

Recommended for Approval: Regional Engineer

Recommended for Approval: Location Engineer

Approved: Assistant State Highway Engineer

12/6/82

Ass't. Hwy Eng'r. for operations date

SP 22804-734

1984 NE 50th Ave. - E.P.F. 9789
Sec., Sandy Blvd. Hwy. in
Portland (paving)

9789

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: May 29, 1985

FROM: C. O. Fredrickson for W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9789,	On Site Work Substantially Completed July 23, 1984
All Work Completed	November 7, 1984	
Project	NE 50th Ave.-E. Portland Fwy. (Ptld.)	
Highway	Sandy Blvd.	
County	Multnomah	
Type of Work	Paving	
Contractor	Cascade Construction Co., Inc.	

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

June 7, 1985-Surety letter written.

noted RGormsen

5/12/86 Letter was mis sent to #9787 - # was [illegible] misread so no letter was sent on this - Fran

But payment has been made

RECEIVED
JUN 05 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPO...

81-125-1387

013 9789

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB	SECTION N.E. 50th Avenue -- East Portland Freeway	WEEK ENDING September 7, 1984
	HIGHWAY Sandy Blvd.	SECTION PREFIX 26-1555
	KIND OF WORK Paving	COUNTY Multnomah
CONTRACTOR Cascade Construction Company	CONTRACT NUMBER 9789	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 16, 1984	DATE WORK STARTED May 24, 1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $449,591.66	SPECIFIED COMPLETION DATE July 31, 1984	PERCENT OF TIME ELAPSED 90
EXCLUSIVE OF ENGINEERING: $413,941.22	ENGINEERING AUTHORIZATION $35,650.44	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $382,874.54	ENGINEERING COST TO DATE $33,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION Inc. Eng. 81
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 8 %	PERCENT OF AUTHORIZATION 93 %	DATE PROJECT WAS COMPLETED: July 23, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Cold Plane Pavement	
				100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					9000 T
TOTAL QUANTITIES CORRECTED TO DATE					8814 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					8814 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2				
MONDAY 3				[illegible]
TUESDAY 4				
WEDNESDAY 5				
THURSDAY 6				
FRIDAY 7				
SATURDAY 1				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity September 1 thru 7, 1984
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This will be the final weekly for this job.

SIGNED Chuck Lobaugh LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

- 1789

April 25, 1984

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

CON 5
#9789

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9789 for paving on the N.E. 50th Avenue-East Portland Freeway (Portland) Section of the Sandy Boulevard Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Don Rager & Company, Inc.
200 S.W. Market Street, Suite 210
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
Charles Lobaugh

Cascade Construction Company, Inc.
General Contractors
P.O. BOX 4267 • PORTLAND, OREGON 97208 • TELEPHONE 222-6421

TRANSMITTAL NOTICE

To: Oregon Transportation Commission
Dept. of Transportation
Highway Division
121 Transportation Building
Salem, OR 97310

Date: April 20, 1984

Transmitted herewith:

NO. OF COPIES	DATED	TITLE
2	4-16-84	Contract and Bond for OSHD 9789 Sandy Blvd. N. E. 50th Avenue

MEMORANDUM

Certificate of Insurance being send under separate cover.

RECEIVED
APR 23 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Enc: X

cc: 4-15

CASCADE CONSTRUCTION COMPANY, INC.

By George R. Morton

George R. Morton, Vice Pres. Eng.

Equal Opportunity Employer

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

April 13, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

RE: N. E. 50th Avenue - East Portland Freeway #9789
(Portland) Sandy Blvd.

TO WHOM IT MAY CONCERN:

Our documentation of our intent to sign subcontracts with certain DBE firms is attached. These firms will receive the same material for their records.

Our percentages are as follows:

DBE	$77,685	22%
WBE	$0	0%

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

GRM:mk

cc: 4-15

RECEIVED
APR 16 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1978
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

April 13, 1984

Wog'e Construction, Inc.
1637 N. E. Killingsworth Street
Portland, OR 97211

Attention: Ken Thurmond

RE: N. E. 50th Avenue - East Portland Freeway
(Portland) Sandy Blvd.

Dear Sir:

Upon receiving a contract for the above mentioned project, we will issue a subcontract for Items 13 and 14 complete.

13	Adjusting Manholes	4 Each	$205.00	$820.00
14	Adjusting Inlets	5 Each	$173.00	865.00
				1,685.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson

Larry E. Hanson
Project Coordinator

LEH:mk

cc: 4-15

RECEIVED
APR 16 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

April 13, 1984

Dirt & Aggregate Interchange, Inc.
20905 N. E. Sandy Blvd.
Troutdale, OR 97060

Attention: Henry Pelfrey

RE: N. E. 50th Avenue - East Portland Freeway
(Portland) Sandy Blvd.

Dear Sir:

Upon receiving a contract for the above mentioned project, we will issue a subcontract for Item #8 complete.

8	Cold Plane Pavement Removal	80,000 S.Y.	0.95 S.Y.	$76,000.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson
Larry E. Hanson
Project Coordinator

LEH:mk

cc: 4-15

RECEIVED
APR 16 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO INC has been named the recipient of the Oregon C.U.P.
Award for outstanding achievement in protecting the environment.

1984 Hermiston Hwy.-Wash. 9790
State Line Sec., Col. R. Hwy.
(paving and guardrail)

jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COP

REGION NO. 10	REPORT NO. 3	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 5/29/87	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-18(4)
COMPLETION DATE (Actual) 5/21/85	ACCEPTANCE DATE BY CONRTACT AGENCY 9/25/86	TIME ELAPSED 193 %	CONTRACT TIME 100 Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HERMISTON HIGHWAY - WASHINGTON STATE LINE (SECTION)
COLUMBIA RIVER HIGHWAY
Paving & Guardrail

This project provided for overlaying the existing AC surface of the subject 11.65 miles of highway.

Contract time ran over the specified time 93 days. A 23 day time extension was granted. The contractor was charged liquidated damages for 70 days @ $300/day.

A small net bonus for AC quality and construction was paid the contractor ($4,036).

The final cost of $1,984,000 exceeded the authorization by four percent.

- TPL -

RECEIVED
STATE HWY ENGR
JUN 8 '87
REFER TO Fredrickson
FOR
info | inves | ...

Cy 6/11

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T P Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE	TITLE District Engineer	DATE 6/5/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

January 15, 1987

CON 5 - #9790

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On October 6, 1986, we wrote to you concerning release of final payment on Contract No. 9790 awarded to R. L. Coats for work on the Hermiston Highway-Washington State Line Section of the Columbia River Highway in Umatilla County.

Final payment on this contract is $10,743.88 and the total contract amount is $1,956,307.67, including $28,474.17 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9790

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9790

TO: Commission Services

DATE: September 25, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9790, On Site Work Substantially Completed May 21, 1985

All Work Completed October 8, 1985

Project Hermiston Highway-Washington State Line

Highway Columbia River

County Umatilla

Type of Work Paving and Guardrail

Contractor R. L. Coats

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-6-86 - Surety letter written.

RECEIVED
OCT 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-123-1387

9790

N

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9790

TO: Warren Richards
Region 5 Construction Engineer

DATE: February 7, 1986

FROM: Gerald Wimer Jerry
Construction Operations Engineer

SUBJECT: Hermiston Hwy.-Washington State Line Section
Contract No.: 9790

During our cursory review of the material summary certified October 31, 1985, and submitted November 8, 1985, for this project by your Region, we found the following non-resolved deficiencies in the materials records:

1. No Contractor's Process Control Tests and Charts.
2. Failing "C" Values. (See G. W. Wimer's letter of December 2, 1985.)

These deficiencies are of such nature that some action should be taken.

The third notification is to be rescinded until the contractor's process control tests and charts are received.

Please determine and submit the required details and/or propose other corrective actions. To aid your review, the following records are returned herewith.

The items relating to these deficiencies are PA #2, PA #8, and BI #14. The last estimate shows their value at $674,039.76, $51,209.28, and BI #14, $554,914.80 and PA #8 $43,030.80 respectively or a total of $1,326,194.64.

Unless we hear from you by March 10, 1986, the project records will be closed. Some or all of these items will be declared non-participating and will require use of State funds. Your timely submittal of the required records indicating that materials are of specified quality will preclude this. You may still have basis for a price adjustment against the contractor, or you may have a basis for a lessor non-participating amount than identified by this office.

Should any amounts be declared non-participating, such action will be reported to the Assistant State Highway Engineer for Operations.

GW:mk

cc: ✓W. E. Schwartz Jack Sullivan Quality Control Contract Payments

02061m

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
FEB 7 '86
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-128-1387

9790 W

November 6, 1985

R. L. Coats, General Contractor
63285 Skyline Ranch Road
Bend, OR 97701

CON 5

Re: Time Extension Request
Hermiston Hwy.-Washington State Line
Contract No. 9790
FAP No. F-18(4)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 160 calendar days due to time extensions granted to you on two other Highway Division contracts and due to extra work performed under the above contract.

The portion of your request based upon time extensions granted on other Division contracts is denied as being not valid reason for adjustment of contract time.

The additional quantity of Aggregate Base and Class 'B' Asphaltic concrete mixture placed on the project and the work done on guardrail adjustment warrant a contract time adjustment of an additional 23 calendar days, and that amount of additional contract time is granted. The work done under Price Agreement No. 6, pave Hat Rock State Park access road, did not delay project completion and this portion of your request is denied.

The adjusted contract time of completion for this project is 123 calendar days. There remains 70 calendar days of liquidated damages under this contract. Should you wish further review of this matter, or to submit additional data, please contact Project Manager Michael Gardner.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
M. Gardner w/att.
FHWA w/att.
Bruce Walton

TE/232

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: October 25, 1985

ATTN: O. B. Jackmond
Contract Admin. Engineer

SUBJECT: Time Extension Request
Hermiston Hwy-Wash. State Line
Contract 9790
Umatilla County

CE---- CAE ✓ RECEIVED LS---- TC----
COE---- OM---- SA---- CC----
OE ---- OCT 28 1985 FE---- CP----
CA---- FQC----
CAM ---- CONSTRUCTION CC?----
EEO---- SECTION FILE ----

Attached is a request from the contractor to extend the contract time by 160 calendar days. The contract work has been completed with 191 calendar days charged which is 91 more than allowed by the contract. Information available in the Region files indicates 193 calendar days were actually used.

The project manager recommends 16 days extension based on the number of days spent placing additional shoulder aggregate and A.C. pavement. This would convert to 22.4 calendar days. There was also a little over a half day spent on extra guardrail adjustment which was critical to contract completion. These added work items justify an increase of 23 calendar days. ✓

The chart submitted by the project manager shows that the contractor was engaged in aggregate production until mid September and then commenced paving. There was no allowance for the time required to produce the additional aggregate in the project manager's recommendation. Obviously this work did require additional crushing time; probably somewhere in the range of 12 working days or 17 calendar days. A review of the weekly reports confirms, however, that the contractor produced aggregate in January as shown on the chart. Aggregate production was performed on more than 12 working days during this period when no time was assessed.

I therefore concur with the project manager that the additional crushing did not affect the calendar days charged or the final completion date.

11-5-85

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 23 C.D. time extension.

O. B. Jackmond

81-125-1867

1790

11

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hermiston Highway—Washington State Line

WEEK ENDING: Oct. 19, 1985

SECTION PREFIX: EA: C09790

HIGHWAY: Columbia River

COUNTY: Umatilla

NAME OF JOB: Hermiston Hwy. — Wash. St. Line

KIND OF WORK: Paving and Guardrails

CONTRACTOR: R.L. Coats

CONTRACT NUMBER: EA: C09790

FEDERAL AID PROJECT NUMBER: ACT: 900

DATE OF CONTRACT: May 9, 1984

DATE WORK STARTED: July 13, 1984

ESTIMATED COMPLETION DATE: August 30, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: A: ALL

SPECIFIED CALENDAR DAYS: 100

WORK DAYS USED: A: ALL

CALENDAR DAYS USED: 275

SPECIFIED COMPLETION DATE: August 30, 1984

PERCENT OF TIME ELAPSED: 275

PROJECT AUTHORIZATION: $ 1,908,979.88

EXCLUSIVE OF ENGINEERING: $ 1,795,118.20

ENGINEERING AUTHORIZATION: $ 113,861.68

This Week: 0.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,855,959.22

ENGINEERING COST TO DATE: $ 110,558.52

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102

ESTIMATED PERCENT: OVERRUN [redacted] 3.2 %

PERCENT OF AUTHORIZATION: 97 %

DATE PROJECT WAS COMPLETED: May 21, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		11.65 mi.			11.65 mi.
MILES PARTIALLY COMPLETED		11.54 mi.			11.65 mi.
MILES COMPLETED		11.65 mi.			11.65 mi.
TOTAL ESTIMATED QUANTITIES (CONTRACT)	520 cy	5,925 tn			45,000tn
TOTAL QUANTITIES CORRECTED TO DATE	1,210 cy	18,925 tn			56,170tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,210 cy	18,925 tn			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

No equipment used this week.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13	Fair, mild			
MONDAY 14	Cloudy, mild			
TUESDAY 15	Fair, mild			
WEDNESDAY 16	Fair, windy			
THURSDAY 17	Clear, mild			
FRIDAY 18	Clear, mild			
SATURDAY 19				

F

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	No field activity this week.
MONDAY 14	
TUESDAY 15	
WEDNESDAY 16	
THURSDAY 17	
FRIDAY 18	
SATURDAY 19	

REMARKS

STATUS OF WORK: The field work is complete.

NEXT WEEK: No field activity. Semi-final work completed.

OVERTIME THIS WEEK: None.

SIGNED M.J. Gardner, Proj. Mgr. LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

1790

STATE COPY

N

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-71		State Oregon
PROJECT REPORT NUMBER		County Umatilla
MODIFICATION NUMBER 2		Project Number F-18(4)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-15-85

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 1, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,906,729.00	$ 1,994,710.00
Federal funds	$ 1,680,781.00	$ 1,758,336.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 16, 1985

FEDERAL AID PROJECT NO. F-18(4)

Hermiston Hwy. - Washington State Line
Columbia River Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (M.P. 191.63 to M.P. 203.28)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
1"-0 Aggregate Base	$ 6.00	5,925	$35,550.00	17,500	$105,000.00	
Hydrated Lime in Mixture	110.00	450	49,500.00	618.46	68,030.60	
			$85,050.00		$173,030.60	
					Increase	$ 87,980.60
		Subtotal from Estimate of October 8, 1984				1,729,071.00
					Subtotal	$1,817,051.60
					Engineering	177,658.40
					Total	$1,994,710.00

Length of Roadway --------------- 11.65 miles
Cost of Roadway Per Mile -------- $169,371.59

Federal Funds (88.15%)	$1,758,336.00
State Funds	236,374.00
TOTAL	$1,994,710.00

Group 1: 100%
Contract No. 9790
Prefix: 30-1477; C09790

RLC:me

9790 t

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-297	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER	10-1-84	County UMATILLA
MODIFICATION NUMBER 1		Project Number F-18(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 17 , 19 84 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,598,929	$ 1,906,729
Federal funds	$ 1,598,929	$ 1,608,781
Other revisions		Appn Code 010

(Note: Additional Federal Funds Collected - $3,324.38)

This modification is made for the following reasons: 1. "The project agreement executed 5-17-84 is modified to decrease Federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145".
2. To include increased construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gerry C. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 18, 1984

FEDERAL AID PROJECT NO. F-18(4)

HERMISTON HWY.-WASHINGTON STATE LINE
COLUMBIA RIVER HIGHWAY
UMATILLA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (MP 191.63 to MP 203.28)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Class "C" Asphalt Concrete Mixture	$ 12.00	45,000	$ 540,000.00	58,500	$ 702,000.00	
Asphalt Cement in Mixture	180.00	2,560	460,000.00	3,370	606,600.00	
SUBTOTALS			$1,000,800.00		$1,308,600.00	
					Increase	$ 307,800.00
			SUBTOTAL from Estimate of May 8, 1984			1,421,271.00
					SUBTOTAL	$1,729,071.00
					Engineering	177,658.00
					TOTAL	$1,906,729.00

Length of Roadway ---------------------- 11.65 mi.
Cost of Roadway Per Mile --------------- $163,667.73

Federal Funds (88.15%)	$1,680,781.00
State Funds	225,948.00
TOTAL	$1,906,729.00

Group 1: 100%
Contract No. 9790
Prefix: 30-1477
Prefix: 30-1092

WH:pf

9790

STATE COPY

OMB No. 04-R2089

P

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-101	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-17-84	State OREGON County UMATILLA Project No. F-18(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia River Hwy. between the Hermiston Hwy. and the Washington State Line approximately 5 miles east of Umatilla.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-21-84	11.65
OTHER *(Specify)*		

FUNDS 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,598,929.00	$ 1,409,456.00 *

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

* See additional provisions on the back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary L. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 5-17-84

Form PR-2 (Rev. 10-76) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145. The additional Federal funds requested total ~~$175,390.00.~~ 189,473.00 Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 88.15 percent."

AGREEMENT PROVISIONS

Project No
F-18(4)

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

[illegible] File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 8, 1984

FEDERAL AID PROJECT NO. F-18(4)

HERMISTON HWY.-WASH. ST. LINE SECTION
COLUMBIA RIVER HWY.
UMATILLA COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (M.P. 191.63 to M.P. 203.28)

1.	Mobilization		All Required		$ 130,000.00
2.	Temporary Protection and Direction of Traffic		All Required		30,000.00
3.	Temporary Signs	496	Sq. Ft.	6.00	2,976.00
4.	Temporary Barricades	4	Each	50.00	200.00
5.	Temporary Delineators	615	Each	20.00	12,300.00
6.	Flaggers	600	Hour	20.00	6,000.00
7.	Pilot Car	250	Hour	30.00	7,500.00

ROADWORK

8.	Removal of Structures and Obstructions		All Required		$ 26,000.00
9.	General Excavation	520	Cu. Yd.	6.00	3,120.00
10.	Finishing Roadbed and Slopes		All Required		3,000.00
11.	Watering	100	M-Gal.	10.00	1,000.00
12.	Aggregate Base	5,925	Ton	6.00	35,550.00
13.	Class "C" Asphalt Concrete Mixture	45,000	Ton	12.00	540,000.00
14.	Asphalt Cement in Mixture	2,560	Ton	180.00	460,800.00
15.	Hydrated Lime in Mixture	450	Ton	110.00	49,500.00
16.	Asphalt in Tack Coat	85	Ton	180.00	15,300.00
17.	Membrane Waterproofing	1,490	Sq. Yd.	10.00	14,900.00
18.	Guard Rail, Type 2A	800	Lin. Ft.	10.00	8,000.00
19.	Guard Rail, Type 3	100	Lin. Ft.	30.00	3,000.00
20.	Guard Rail Anchors, Type 1	6	Each	300.00	1,800.00
21.	Rail End Pieces, Type C	2	Each	100.00	200.00
22.	Extra for 8-foot Posts	250	Each	6.00	1,500.00
23.	Adjust Guard Rail	11,875	Lin. Ft.	2.00	23,750.00
24.	Extra for Asphalt Approaches	41	Each	200.00	8,200.00
25.	Delineators, Type 2	280	Each	10.00	2,800.00
26.	Delineators, Type 4	40	Each	20.00	800.00
27.	4-inch Plastic Pavement Line	17,700	Lin. Ft.	.25	4,425.00

	STRUCTURES BRIDGE NO. 1629			
29.	Raise Deck Joints	37 Lin. Ft.	100.00	3,700.00
	BRIDGE NO. 1630A			
30.	Concrete Dams	120 Lin. Ft.	80.00	9,600.00
				$1,405,921.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 13,350.00
Temporary Pavement Striping	All Required	$ 2,000.00
		$ 15,350.00
	Subtotal	$1,421,271.00
	Engineering	177,658.00
	Total	$1,598,929.00

Length of Project ------------ 11.65 miles
Cost of Roadway Per Mile ----- $137,247.12

Federal Funds (88.15%) -------------- $1,409,456.00
State Funds ------------------------- 189,473.00
TOTAL $1,598,929.00

Reimbursement 100% $1,480,079.00 Public Law 97-424, S145

Group 1: 100%
Contract No. 9790
Prefix: 30-1477 P.E.
Prefix: 30-1092

CL:pf

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$2,000.00

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH
M. Gardner, Project Manager, W. Richards, Region 5 Construction Engineer, OSHD
G. Hossner, Field Operations Engineer, FHWA

DATE OF INSPECTION 4-24-85	INSPECTION MADE BY David B. Carter, Area Engineer	PROJECT NO. F-18(4)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 167 %	WORK COMPLETED 81 %

RECEIVED
STATE HWY ENGR
MAY 21 '85
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

Ag
5/22

NOTED
W. E. SCHWARTZ

HERMISTON HIGHWAY - WASHINGTON STATE LINE SECTION
COLUMBIA RIVER HIGHWAY
PAVING AND GUARDRAIL

The project provides for the resurfacing of 11.65 miles of this highway between mile point 191.63 and M.P. 203.28 (Washington state line).

This contract was awarded April 27, 1984 to R. L. Coats of Bend, Oregon, 97709, in the amount of $1,405,921.00. Contract time for the project is 100 calendar days with contract time beginning on May 9, 1984. Work on the project began July 13, 1984.

Paving began on the project on September 14, 1984. The contractor stopped paving on October 2, 1984 at which time the asphalt concrete base course and leveling course had been completed. Project time ran out during the week of August 25, 1984.

Project paving resumed on March 27, 1985 with plant calibration. Production paving started on April 1, 1985. The paving on the project is now complete. The contractor is now raising the guardrail on the project.

The progress of the project has been listed as unsatisfactory as the elapsed time has far exceeded the allotted contract time.

(Continued)

Form FHWA-1446A
(Rev. 2-84)

*U.S. G[illegible]

A penalty was calculated on the paving which was accomplished during 1984. The penalty was for asphalt content, moisture, and compaction. The penalty as computed was:

Date	Lot No.	Dollar Amount	Compaction Amount Only
9-14-84	1	$ 6,237.42	$ 4,989.94
9-15-84	2	8,658.72*	4,037.63
9-17-84	3	1,936.92	- - - -
9-18-84	4	3,274.14	3,063.55
9-19-84	5	1,209.46	- - - -
		$21,316.66	$12,091.12 (included in left column)

Corrected 1-13-85
from $8,121.93

Several situations existed on this project which may have influenced the compaction which was obtained on the base lift. They are:

1. Yielding Subgrade - The subgrade may have been yielding under the compactive effort. This is evidenced by (a); nuclear guage density testing indicating maximum density at a point below the mininum specification density, (b); high initial deflections, and (c); physical subsidence of the subgrade at several locations which occurred under action of the rollers. Action of the water in the McNary Pool may have left the subgrade susceptible to settlement.

2. Cross Section of the Existing Road - The cross section of the road prior to paving was out of shape a great deal more than could be corrected with the small tonnage of material originally set up in the contract. This required that the base lift also be used as a leveling lift to some degree. Later investigation has revealed that the pavement thickness varies considerably in the base lift. This may have contributed to some differential compaction. A number of the areas where density tests were taken were less than 1½ inches thick. These areas should not be subject to nuclear testing as per the specifications. In addition, at other locations the nuclear test operator recorded depths in excess of 2 inches while later cores indicated less depth. This would seem to indicate that the probe of the nuclear guage (direct transmission) may have penetrated into the underlying pavement giving an inaccurate reading.

(Continued)

STATE COPY

My review of the above two conditions indicate that in essence the paving done during 1984 was essentially a patching and leveling lift of varying thickness (much of which was less than 1½" thick) placed on a yielding subgrade. As such, nuclear guage testing should not have been done on this lift. Based on these factors, I recommend that the compaction portion of the above penalty be waived. The remaining penalty associated with the 1984 paving should be assessed.

The contractor used five rollers in achieving compaction during the 1985 paving activities. It was not determined if compaction could have been accomplished with less compactive effort. Much of the paving done this year was within bonus payment. However, an approximate 1,500 ton quantity of material was assessed a penalty of approximately $11,000.00 which will substantially reduce any bonus which may have been earned. Several more subgrade settlements occurred during the 1985 paving. These settlements are significant and are being patched. These settlements are due to existing conditions and are not judged to be due to any negligence on the part of the contractor.

The contractor used AC-20 grade asphalt cement on the project during the 1984 paving. This grade of asphalt cement had a premium price of $12.00 per ton over the other grades of asphalt cement. This has added $42,120.00 to the cost of the asphalt cement. The added cost has not been allowed the contractor as per Section 403.12 of the Standard Specifications.

Several areas exist where the shape from the edge of the pavement is steep. The Project Manager is reviewing these areas and will do as much slope flattening as is practical within the scope of the project.

#######

771

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: Bill Anhorn
Region 5 Construction Engineer

DATE: November 2, 1984

FROM: Gerald Wimer Jerry Wimer
Construction Operations Engineer

SUBJECT: Price Agreement #4
Hermiston Hwy.-Washington State Line
Columbia River Highway
Contract No. 9790

Returned herewith, unapproved, Price Agreement No. 4 calling for an additional payment of $12.00 per ton on 3,510 tons for a total of $42,120 to convert to AC-20 asphalt.

For this office to approve, you would need to explain why Standard Specification 403.12, which gives the Engineer the right to use "any one of the grades" designated in the current publication 'Specifications for Asphalt Materials' doesn't apply. That publication includes AC-20.

Your explanation should include a recommendation of how to handle:

1. The FHWA is agreeable with using AC-20 but not at an added cost. This means the $42,120 would be non-participating.

2. The open-graded projects constructed this season required the use of AC-20, possibly totaling 8-10,000 tons of asphalt. Should we pay the price differential on those projects too? If not, what is the reason, with the same specifications to pay the differential on one job but not the others? So far, we have only utilized AC-20 on the open graded projects with the understanding that available supplies were about limited to that quantity. We understand that this year and next and possibly a little longer the use of AC-20 requires crudes that effectively reduce the production of AR grades on an approximate 4 to 1 ratio. Hence the reason for the added cost to discourage the use of AC-20.

GW:mk

Attach.

cc: W. E. Schwartz
Jack Sullivan
M. D. Glenn

11021M

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 2 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1367

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 6, 1984

In Reply Refer to
File No.: CON 5

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Hermiston Highway-Washington State Line Section
Columbia River Highway, Umatilla County
Contract No. 9790

This federal-aid paving and guard rail project is expected to be completed later this month and it now appears that the final cost will exceed the project authorization by $307,800.00 or 19 percent.

This overrun is necessary in order to reestablish the cross-slope of the roadway which varies greatly, with the majority of the superelevation rates being much flatter than desirable. Reestablishment of proper supers and crown requires additional quantities of asphalt concrete mixture and asphalt cement in the mixture. This work will provide for proper drainage of water from the roadway surface and will eliminate hazards to traffic and extend the life of the pavement.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $307,800.00 to a new total of $1,908,979.88. This matter will be on the consent calendar for the September 18 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
R. D. Hector
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 6, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Hermiston Highway-Washington State Line Section
Columbia River Highway, Umatilla County
Contract No. 9790

This federal-aid paving and guard rail project is expected to be completed later this month and it now appears that the final cost will exceed the project authorization by $307,800.00 or 19 percent.

This overrun is necessary in order to reestablish the cross-slope of the roadway which varies greatly, with the majority of the superelevation rates being much flatter than desirable. Reestablishment of proper supers and crown requires additional quantities of asphalt concrete mixture and asphalt cement in the mixture. This work will provide for proper drainage of water from the roadway surface and will eliminate hazards to traffic and extend the life of the pavement.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $307,800.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
M. J. Gardner
B. M. Walton
W. F. Cobine

RECEIVED
STATE HWY ENGR
SEP 6 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials

9790

May 8, 1984

R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

CON 3
#9790

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9790 for work on the Hermiston Highway-Washington State Line Section of the Columbia River Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

da
Encl.

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Jan Peterson
Robert Hector
Mike Gardner

Corroon & Black of Oregon

Insurance/Surety Bonds
1600 S.W. Fourth Avenue
P.O. Box 8699
Portland, Oregon 97207
503/224-4155 Telex No. 360-546

May 2, 1984

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

RE: R. L. Coats
Contract No. 9790

Gentlemen:

Enclosed please find two executed sets of contract and bond documents for Paving and Guardrail on Hermiston Hwy.-Washington State Line Section of the Columbia River Highway in Umatilla County.

Very truly yours,
CORROON & BLACK OF OREGON

Lynn Harris

Lynn Harris
Surety Department

Enclosures
cc R. L. Coats

RECEIVED
MAY - 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

R. L. COATS, General Contractor
63285 SKYLINE RANCH ROAD • BEND, OREGON 97701 • 382-2166 or 382-5368

April 13, 1984

Robert W. Gormsen
Room 121 Transportation Building
Salem, Oregon 97310

RE: Assigned Contract Goals For Disadvantaged Business Enterprise Participation.

Dear Mr. Gormsen:

The following Disadvantaged Business Enterprise will be employed as a subcontractor on the paving & guard rails on the Hermiston Hwy.-Washington State Line section of the Columbia River highway in Umatilla county. #9790

Disadvantaged-Owned Goal 4%

Arrow Brothers Corp.
AGC Center, No. 310
9450 SW Commerce Circle
Wilsonville, Oregon 97070

Subcontract for guard rail, delineators, posts, deck joints, & concrete dams.

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
18	Guard Rail, Type 2A	L.F.	800	11.00	8,800.00
19	Guard Rail, Type 3	L.F.	100	23.00	2,300.00
20	Guard Rail Anchors, Type 1	Each	6	270.00	1,620.00
21	Rail End Pieces, Type C	Each	2	75.00	150.00
22	8-foot Posts	Each	250	25.00	6,250.00
23	Adjust Guard Rail	L.F.	11,875	2.25	26,718.75
25	Delineators, Type 2	Each	280	21.00	5,880.00
26	Delineators, Type 4	Each	40	10.00	400.00
28	Raise Deck Joints	L.F.	37	71.00	2,627.00
29	Concrete Dams	L.F.	120	51.00	6,120.00
			TOTAL AMOUNT		$60,865.75

Sincerely

R. L. Coats
R. L. Coats
Owner

RLC/wm

RECEIVED
APR 16 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9770

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 19, 1984

In Reply Refer to
File No.: PRO 8-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Hermiston Hwy.-Washington State Line Section
Project No. F-18(4)
Columbia River Highway
Umatilla County

Tentative concurrence is requested in the award of contract for the subject project. This bid was received on April 12, 1984 with R. L. Coats submitting the low bid in the amount of $1,405,921.00. The low bid is $160,595.75 or 12.8% over our Engineer's Estimate of $1,245,325.25. Six other bids were received in the amounts of $1,422,058.00 and $1,655,943.50. There were 61 sets of Plans and Specifications taken out on this project; 26 of which were bidding plans and 35 were informational, indicating a good response to our advertisement.

We have reviewed the contractor's bid prices and recommend that the low bid be accepted. The enclosed copy of Mr. Richard's memo of April 13, 1984 indicates the Engineer's Estimate was low on several items since it did not adequately provide for recent changes in the paving specifications.

We believe it is in the public interest to accept the low bid because of the good competition between a total of seven bidders and because after a correction of the Engineer's Estimate the low bid is only 1/2 percent over our estimate. We also feel that we would not receive a lower bid if we were to readvertise.

Federal Highway Administration Endorsement
Date: ______________________________
Tentative Concurrence

Dale E. Wilken
Division Administrator

CL:pf
cc: E. S. Hunter
W. Richards
General Files

Form 734-3122

rll
9790

P

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-18(4)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40174

2A. COUNTY NAME
Umatilla

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
3/21/84

8. FEDERAL ROUTE NUMBER
Primary 18

9. STATE ROUTE NUMBER
Primary 2

10. GENERAL LOCATION:

Hermiston Highway - Washington State Line

11. GENERAL DESCRIPTION OF WORK

Pavement overlay and guardrail

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 3/20/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost effective.

Mr. Potter's 3/19/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,435,530 Regular Federal-aid matching ratio, appropriation code 010 in amount of $1,265,419 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $170,111.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO
Potter
FOR

Info	[illegible]	P/D	D/R	Sign	[illegible]	File

Original ad.
3/30

14. DATE
3/21/84

15. SIGNATURE OF APPROVING OFFICIAL
Robert B. Hathaway

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9790

P

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 9, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 40174
Project No. F-18(4)
Hermiston Hwy.-Wash. State Line Section
Columbia River Hwy.
Umatilla County

overlay, gdrl.

Enclosed is project data consisting of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's intention to receive bids on this project on April 12, 1984 and request Federal-Aid participation of 100% for reimbursement claims paid on or before September 30, 1984 in accordance with Pub. L. 97-424, Section 145.

CL:pf
Enclosure

cc: R. Hector, Region 5
General Files

Form 734-3122

9790

July 25, 1983

MAI

The Honorable Mike Thorne
State Senator
Holdman Route, Box 505
Pendleton, Oregon 97801

copy
Con 21-4
Pendleton
Cold Springs

I appreciate your concern over the roadway problems on ORE37 and US730.

Our draft preliminary Six-Year Highway Improvement Program includes an overlay project on US730 from Hermiston Highway to the state line. This project has high priority with our Region staff. The plan also includes replacing the Cold Springs Bridge on ORE37. Regretfully, there is nothing in Highway Division planning to deal with the other problems on ORE37 in the foreseeable future other than to provide roadway section maintenance.

The Six-Year Plan process calls for meetings with the public to discuss the plan. The meetings in Eastern Oregon will be held sometime in October. I will make it a point to be sure that you are informed of dates and places. It is appropriate for concerned citizens to come forward at these meetings to show popular support for projects.

Sincerely,

/s/ ESH

H. S. Coulter
State Highway Engineer

RDH:st

bc R. D. Hector

MIKE THORNE
UMATILLA, UNION AND WALLOWA COUNTIES

REPLY TO ADDRESS INDICATED:
☐ Senate Chamber
Salem, Oregon 97310
☐ Holdman Route, Box 505
Pendleton, Oregon 97801

OREGON STATE SENATE
SALEM, OREGON
97310

July 13, 1983

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO
Hector
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

(Due 7-25)

(Please send draft through Schwartz' office)

Mr. H. Scott Coulter
State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Scott:

I appreciate your prompt response to my letter concerning plans for moving ahead in highway improvements in the Hermiston-Stanfield area as proposed in your six-year plan.

I continue to respect and support the concept of the six-year plan which allows regions to develop their priority needs for funding and an opportunity for the Department to plan necessary improvements to fit those needs. If there are areas in which I might provide information, please don't hesitate to contact me; otherwise, I look forward to continuing to work with you in support of the six-year planning program.

I have discussed with you previously the deteriorated situation of Highway 37, and I note that your crews have been making progress in widening shoulders and providing necessary short-term pothole repair. That road continues to receive a substantial amount of seasonal traffic, and the work that has been done there in the off-season is of great value. I also have cause to travel other highways in my district and have noted the deteriorated condition of Highway 730 from the junction of Highway 37 to the Washington line.

Thank you for all your cooperation.

Sincerely,

Mike Thorne
State Senator

MT:kr

7790

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-18(-)
Hermiston Hwy-Washington State Line Section
Columbia River Highway
Design Exception

Date: April 14, 1983

From: Division Administrator

Reply to Attn. of: HFO.4/5-0

NOTED
H.S. COULTER

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed Mr. Versteeg's request of April 4, 1983 for an exception to the design standards "Geometric Design Standards for Highways Other Than Freeways, 1969", regarding shoulder width for the proposed project. It is proposed to use a 4 foot shoulder width on the project in lieu of the 8 foot width which would be required to meet the standard design for the project.

We concur with your request. Our concurrence is based on the 3R nature of the work and the lack of any significant accident history relating to roadway width.

G.K. Hossner
for Dale E. Wilken

cc:
OSHD (J H Versteeg)
OSHD (D E Swan)

RECEIVED
STATE HWY ENGR
APR 18 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1-84

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6386

TO: E. S. Hunter
Ass't. State Highway Engineer

DATE: April 13, 1984

Warren Richards

FROM: Warren Richards, P.E.
Chief Cost Engineer

SUBJECT: Hermiston Hwy.-Washington State Line
April 12, 1984 Bid Opening

The apparent low bid for this project was $160,595.75 or 12.9 percent above the Engineer's Estimate. Seven bids were received varying from $1,405,921 to $1,655,943.

The Engineer's Estimate was low primarily because it did not adequately provide for recent changes in the paving specifications. Hydrated lime was added to the project at an estimated cost of $88 per ton. This estimated cost was based on premise that the lime would be added directly to the asphalt mixture at the time of mixing.

The cost should have been estimated at $200 per ton to cover the cost of treating the aggregate prior to the mixing of the asphalt. This correction would increase the Engineer's Estimate by $50,400.

Statistical testing requirements are now a requirement for paving projects of this size. This requirement was unknown by the estimator at the time the estimate was prepared. Labor and testing equipment costs amount to approximately $0.50 per ton of A.C. mixture. The potential for substantial price adjustments as a result of non-specification material is much greater when statistical procedures are utilized. The resulting increase in mix price varies with the contractor and the contractor's confidence in the quality of the material source involved.

We have been increasing Engineer's Estimates by $1.00 per ton of mixture to cover the cost of this increased risk. Raising the estimated cost of A.C. mixture on this project from $10.00 to $11.50 per ton would increase the estimate by $67,500.

The cost of aggregate base and asphalt cement should have been estimated at $6.50 and $180 per ton respectively. This error, amounting to $23,845, was actually discovered at the time the estimate was prepared. The correction was inadvertently omitted from the tabulation sheet used to prepare the estimate.

The mobilization item is utilized by contractors to obtain early money, as well as to cover direct mobilization costs. The cost of this item is therefore estimated as a percent of the overall cost. The percent varies with the type of work, location and length of time required. Had the Engineer's Estimate been corrected as noted above, the cost of mobilization would have been estimated $12,500 higher.

Contains Recycled Materials

These corrections increase the Engineer's Estimate to $1,399,570.25, which is less than a half percent below the apparent low bid.

I recommend the contract be awarded to the low bidder.

WR:mk

cc: J. H. Versteeg ✓
Gary Potter

CAW/M21

1 Versteeg ✓
Anderson
Adams
2 [illegible]
Edwards
[illegible]
[illegible]
[illegible]

RECEIVED
APR 19 1984
ROAD DESIGN
SECTION

9-70

P

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 4, 1983

In Reply Refer to
File No.:
DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Hermiston Hwy.-Washington State Line Section
Columbia River Highway
Umatilla County

This letter is to request an exception to the standards for shoulder widths on this project.

This is a Federal-aid overlay project for the repair and preservation of 11.7 miles of the Columbia River Highway. The project lies approximately 5 miles easterly of Umatilla. It has an ADT of 2,000 - 2,500. The shoulder width is four feet.

To obtain a standard eight-foot shoulder would require excessive grading costs and require additional right-of-way. The project has limited funding.

Even though the shoulders are not standard, we find it in the public interest to overlay this section of highway for its preservation rather than allow its continued deterioration. We ask for your concurrence in this request.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

By Don adams for
J. H. Versteeg
Road Design Engineer

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TECHNICAL SERVICES
APR 5 '83
REFER TO
FOR
Info | Immed | H/D | D/R | Sign | Ans | File

bc E. S. Hunter
Robert Hector
Frank Terpin
D. E. Swan
N. E. Mann

NEM:ja

Form 734-3122

9790 I-84N

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Hermiston Highway - Washington State Line

HIGHWAY NAME: Columbia River

HIGHWAY NUMBER: 2

REGION 5	ADMINISTRATIVE DISTRICT 12	COUNTY Umatilla	CITY

LENGTH: 11.65

MILEPOST NUMBER: 191.63 TO 203.28

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER Safety

PROJECT DESCRIPTION

This project begins at M.P. 191.6 on the Columbia River Highway and runs to M.P. 203.3 which the State Line between Oregon and Washington.

This is a reconnaissance project to prepare plans, specifications and estimate of costs for an overlay and safety project.

L Versteeg ✓
Johnson A
3 Adams ad
Sullivan
Terpin
Trout
4 Wakerlig

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2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 2,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: A.A.S.H.T.O.

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E.
Location Engineer
Date 5/4/82

REFERRED TO
Beard Stoudenmeyer
Cole 2 Mann AEM
Erikson 1 Watson
Hagor Dorn Lau
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXIS G NUMBER AND WIDTH	OPOSED NUMBER AND WIDTH
TRAVEL LANES	2-12'	2-12'
SHOULDERS	2 / 2-4' variable	2-4'
MEDIANS	—	—
PARKING LANES	—	—
SIDEWALKS	—	—
BIKEWAYS	—	Shldrs. adequate for bicycles.
INTERCHANGES	—	—
OTHER:	—	—

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☐	☐	☒
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☒	☐	☐	Reconnaissance Available	☒	☐	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type Underground

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	0.5
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3.0

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class 'B' A.C.	None	4"

7 - TYPICAL SECTION AND LOCATION

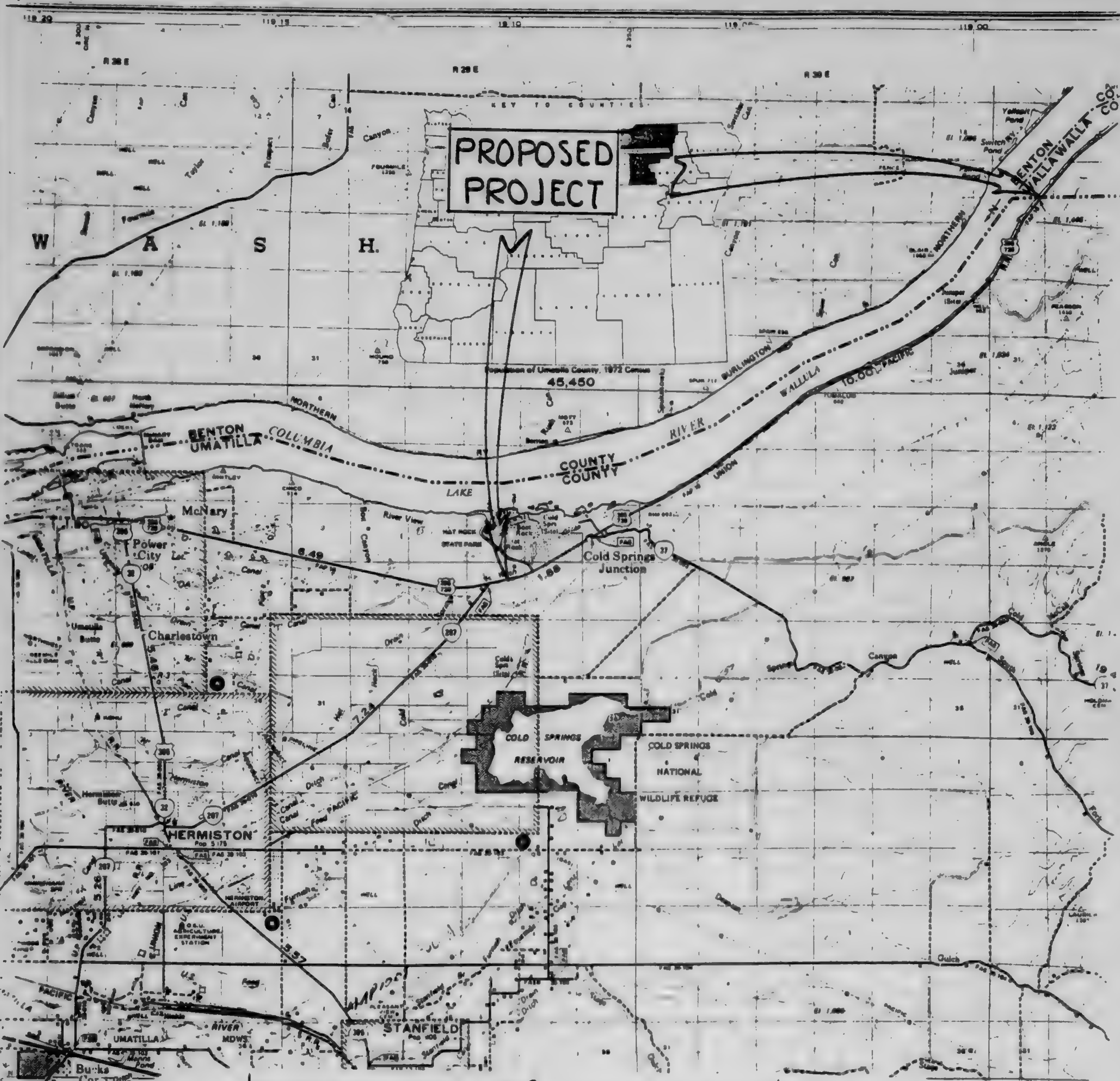
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

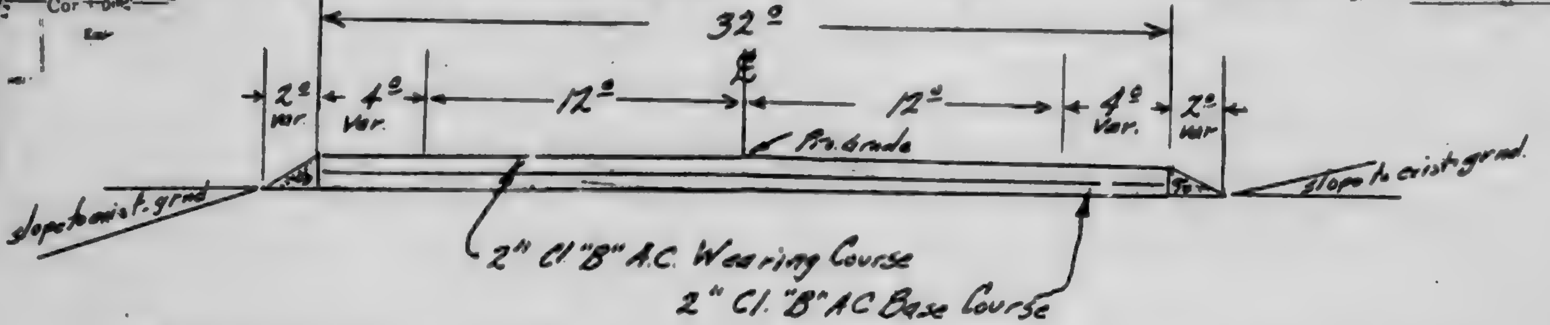
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	2,000	15,800
RIGHT OF WAY		— —
TRAFFIC CONTROL		Incl.
ILLUMINATION		— —
STRUCTURES		— —
RAILROAD		— —
ROADWAY	2,585,748	
OTHER ____________		— —
ENGINEERING & CONTINGENCIES	1,033,934	
PROJECT TOTAL	3618770	3,634,570

SUBMITTED BY Ed

Ed Neilsen, Asst. Resident Engineer


PROPOSED PROJECT
KEY TO COUNTIES
Population of Umatilla County, 1970 Census
45,450
W A S H.
BENTON
WALLA WALLA CO.
BENTON
UMATILLA
COLUMBIA
RIVER
LAKE
WALLULA
COUNTY
COUNTY
McNary
Power City
Charlestown
HAT ROCK STATE PARK
River View
Cold Springs Junction
COLD SPRINGS RESERVOIR
COLD SPRINGS NATIONAL WILDLIFE REFUGE
HERMISTON
HERMISTON AIRPORT
UMATILLA
STANFIELD
RIVER MDWS
Canyon
Canal


32'
2' Var.
4' Var.
12'
℄
12'
4' Var.
2' Var.
Pro. Grade
slope to exist. grad.
slope to exist. grad.
2" Cl "B" A.C. Wearing Course
2" Cl. "B" AC Base Course

Total 4" overlay on existing pavement - where existing pavement is not full width for a 4' shoulder, overlay to be placed over existing aggregate on shoulder.

9790

I-84

STATE OF OREGON

INTEROFFICE MEMO

DES 16

ROAD DESIGN SECTION

TO: MEMO TO THE FILE

DATE: May 4, 1982

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: **Hermiston I-84 Project**

1 Versteeg ✓
Anderson
Adams
Bill ob file copy ✓ Sullivan JWS
Tarpin
Trout
Wakerlig

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On April 27, Bob Hector called to advise the City of Hermiston had elected not to pursue installation of curbs, sidewalks and drainage in the portion of this project that is inside the city limits.

At the City Council Meeting on April 26, 72 percent of the people were opposed to spending any of their money for this project. The City therefore has declined to finance the curbs and sidewalks and therefore they have been deleted from this project.

DRA:rw

cc: Bill Cole

SERIES TITLE:

Contracts

LAST RECORD
IDENTIFICATION:

Contract # 9790

OMI

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